

CONSTRUCTION, ENVIRONMENTAL & LOGISTICS MANAGEMENT PLAN

7 Hayescroft
Gardens,
Didsbury,
Manchester
M20 2AA

Document: Construction, Environmental & Logistics Management Plan
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For: Calderpeel Architects
At: 7 Hayescroft Gardens, Didsbury, Manchester M20 2AA



Project Title: 7 Hayescroft Gardens
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1. Introduction

1.1 Application 141803/FH/2024

The proposal is the erection of a single storey extension at 7 Hayescroft Gardens Manchester M20 2AA. Site location indicated below in Figure 1.1.

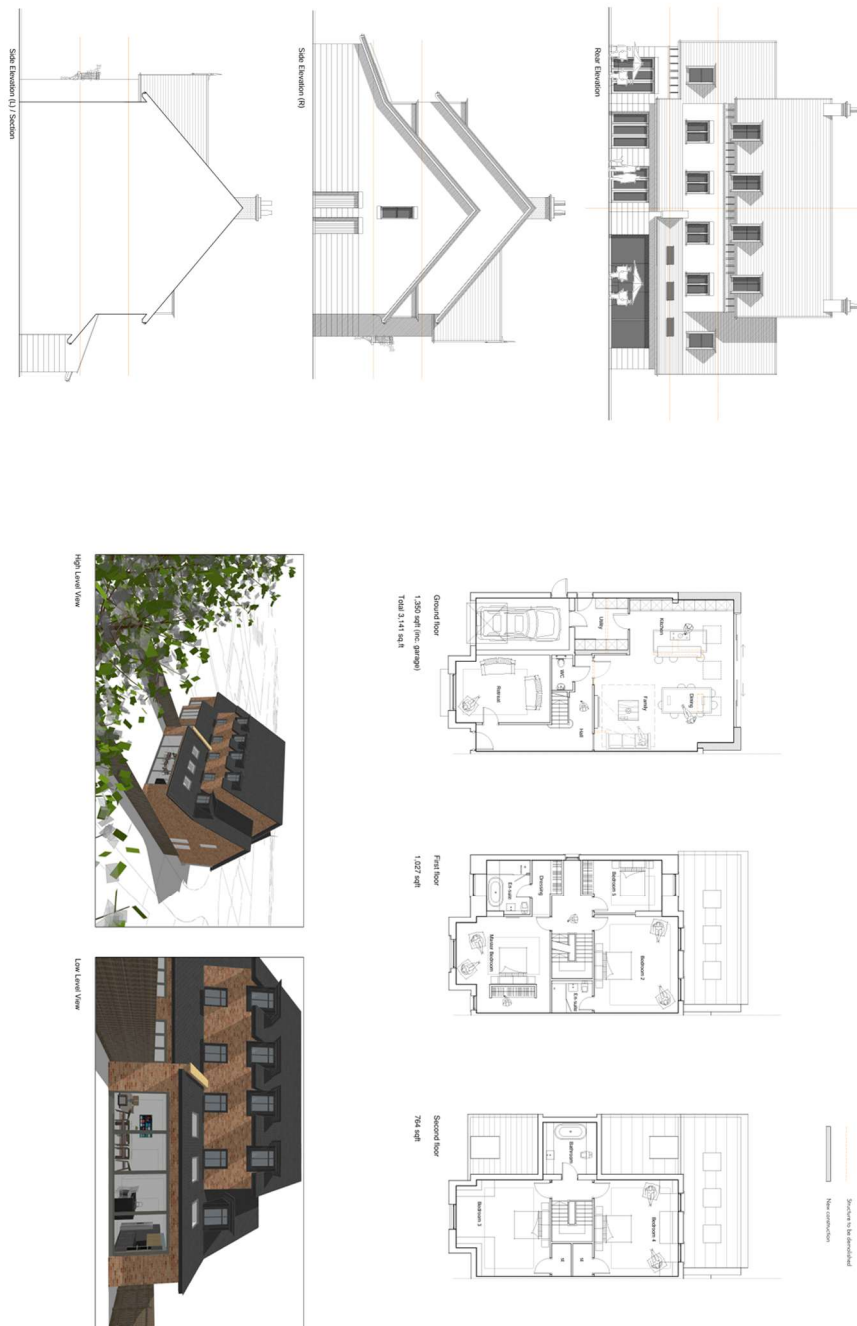


This plan is essential to allow for the extension works where due to concerns about the presence of badgers, ensuring compliance with wildlife protection laws. It will assist in detailing management of risks to badgers and their habitat, outlining mitigation measures like exclusion zones or work restrictions during sensitive periods. The plan also ensures safe site operations, proper waste disposal, and pollution control, minimizing environmental impact. It will facilitate clear communication among contractors, ensuring that both the wildlife and the project are protected throughout the construction process.

The planning application reads as follows:

Single storey rear extension to existing dwelling

Proposed Floor Plans and Elevations Dwgs No 24100 (PL) 100



Mulberry's Badger Survey states:

The field survey has identified three badger setts located within 30 m of the proposed development site. The closest sett (sett 1) is located approximately 16 m to the south of the proposed development site. Setts 2 and 3 are located approximately 20 m from the proposed development site. Setts 1 and 3 show signs of recent badger activity, whilst Sett 2 appears to be currently inactive. The identified badger setts are not considered to represent a main or breeding sett but are likely to represent badger outlier setts on the periphery of the local badger social group's territory. Outlier setts are of relatively lower importance to the associated badger social group. There is no evidence of badger entering the gardens of 7 Hayescroft Gardens. The boundary fence around the gardens is intact and well-sealed. The gardens and the proposed development area are well screened from the woodland and associated badger setts by the surrounding boundary fence. However, there is considered to be a risk of badger tunnels from Sett 1 running beneath the fence towards the proposed development area. The proposed development area is very small, with only minor excavations scheduled to take place. Therefore, there is considered to be a low risk that proposed works could breach badger tunnels (e.g. during the excavation of any foundations, drainage ditches etc). Nevertheless, any breach of badger tunnels would be considered an offence under the Protection of Badgers Act 1992. Other than the risk of physical damage to any badger setts, there is considered to be a very low risk of construction works resulting in any significant visual or noise disturbance to the nearby badger setts. This is on account of their distance from the proposed works areas, and the presence of garden boundary fence. Nevertheless, it is recommended that additional precautions are followed to further limit the risk of interference and/or disturbance to the badger setts present. This will be with the aim of avoiding any breaches of the Protection of Badgers Act 1992 and therefore avoiding the need for a Badger License to allow works to progress.

Ref: 7 Mulberry's Hayescroft Gardens Badger Report

1.2 Scope and Objectives

1.2.1 A&H Safety Consultants Ltd have been instructed to prepare this plan / method statement so that we can demonstrate that works will be carried out giving consideration to safety and the environment ensuring full compliance. The subsequent programme for the delivery of the full works is to be agreed.

The Applicant is yet to appoint a Principal Contractor. This plan will identify the principles that the appointed Principal Contractor will adopt as part of their environmental and management strategies. Should the Principal Contractor seek to implement environmental and management strategies that are materially different to those included within this plan then they will be obligated to notify all parties of these changes for subsequent approval where they must meet or exceed existing proposals.

The overall objective of this plan is to:

This Construction, Environmental, and Logistics Plan aims to optimise the efficient delivery and collection of goods and materials to site, ensuring timely and organised operations. It will improve adherence to the construction programme by minimising delays caused by ineffective logistics management, while also enhancing safety by improving vehicle and road user safety. The plan will reduce congestion by minimising trips, particularly during peak periods, and consider the necessary measures to protect badgers and their habitat, ensuring compliance with wildlife protection laws.

Contractor Compliance Plan and avoidance measures for Protection of Badgers

Mulberry's survey has identified three badger setts located within 30 meters of the proposed development site. The closest sett (Sett 1) is approximately 16 meters to the south, while Setts 2 and 3 are around 20 meters away. Setts 1 and 3 show recent badger activity, whereas Sett 2 appears inactive. These are classified as outlier setts, meaning they are of lower importance to the local badger social group.

Although there is no evidence of badger activity within the gardens of 7 Hayescroft Gardens, there is a possibility that tunnels from Sett 1 extend beneath the boundary fence into the proposed development area. The development footprint is small, and excavations are minimal, presenting a low risk of breaching badger tunnels. However, any breach would be an offence under the Protection of Badgers Act 1992.

To ensure compliance with legal requirements and avoid disturbance to the badger setts, the following measures must be adhered to:

- **Site Awareness and Briefing:** All site personnel must be briefed on the presence of badger setts and the legal protection afforded to badgers. A toolbox talk should be conducted before work begins.
- **Excavation Precautions:** All excavations, including foundation works and drainage trenches, must be carefully planned and monitored to avoid potential badger tunnels. Any unexpected voids encountered must be reported immediately, and work in that area must cease until further assessment is carried out.
- **Barrier Protection:** The existing boundary fence must be maintained to prevent badger movement into the site. Any damage to the fence should be repaired promptly.
- **Restricted Working Hours:** No works should be carried out within one hour before sunset or one hour after sunrise to minimise disturbance to any nearby badger activity.
- **Low-Impact Machinery Use:** Heavy plant and vibrating equipment should be used at the lowest possible setting and only when necessary.
- **Material Storage & Site Waste Management:** Construction materials should be stored off the ground where possible to prevent badgers from burrowing beneath. Excavations should be covered or fenced off overnight to prevent badger access. Waste materials must be disposed of correctly to avoid attracting wildlife.

- **Environmental Monitoring:** A responsible person must conduct regular checks to ensure compliance with these measures. Any changes in badger activity must be reported to an ecologist for further assessment.
- **Emergency Procedures:** If a badger sett or tunnel is accidentally disturbed, work must stop immediately, and an ecologist should be consulted before resuming operations.

2. Site Location

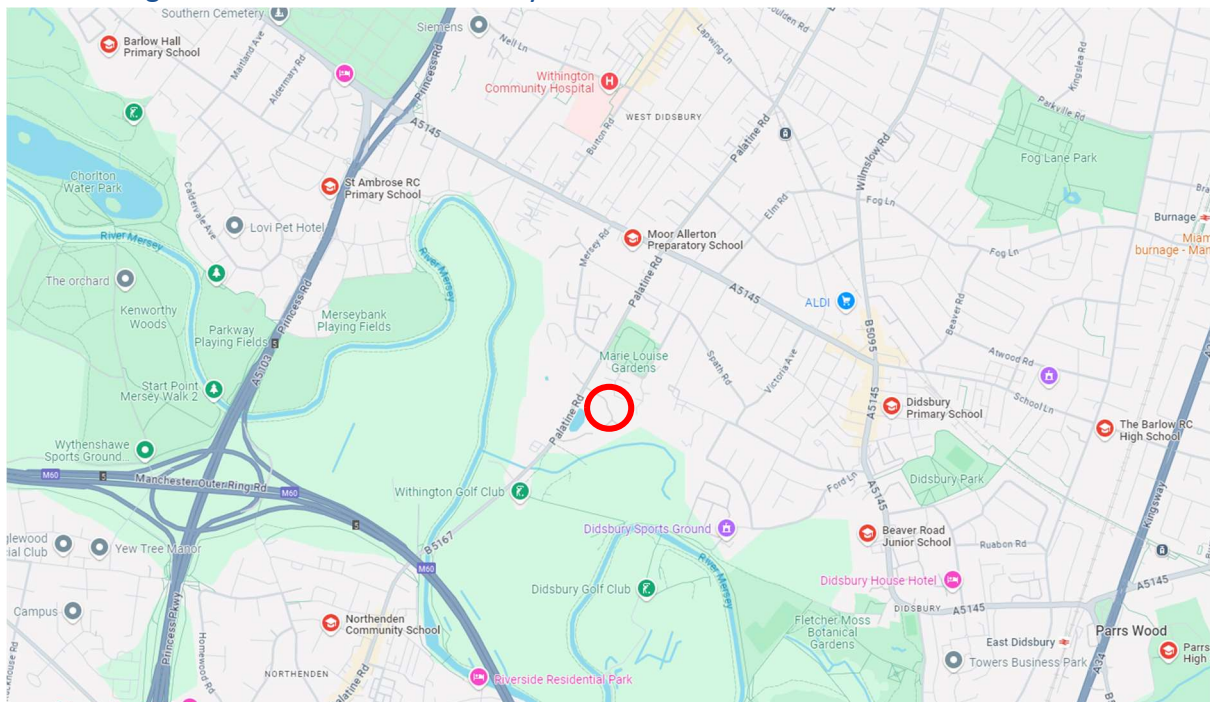
Location

2.1.1 The site, 7 Hayescroft Gardens, Manchester, M20 2AA, is a gated residential area and is located in the Didsbury area, a suburb of Manchester in the Greater Manchester region. Didsbury is situated approximately 4 miles (6.4 km) south of Manchester city centre. The area is centred on the junction of Wilmslow Road and the A34, which connects Didsbury to the nearby areas of Withington, Burnage, and Chorlton. Didsbury is known for its vibrant community, local parks, and the Didsbury village, which is a popular area for shopping, dining, and leisure activities.

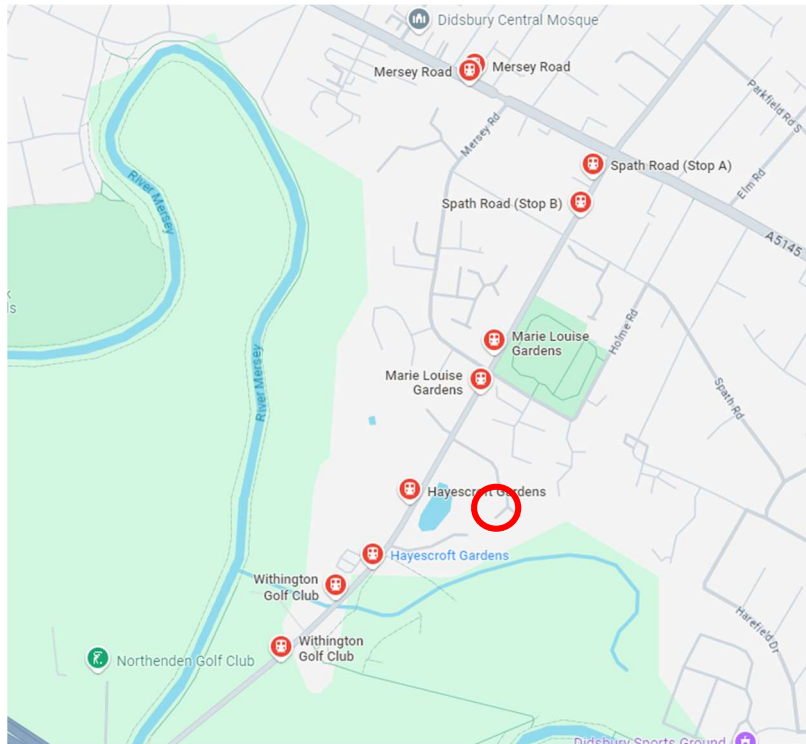
2.2 Local Community Considerations

2.2.1 The site location in relation to local community considerations, such as schools or places of worship, is illustrated below.

Figure 2.1 Local Community Considerations Plan



Map above showing educational buildings such as schools and colleges.



Map above showing local bus stops in local areas predominantly on Palatine Road.

2.3 Local Transport Considerations

The local bus station is served by routes 41, 42, and 50, with through routes connecting to areas like Chorlton and Salford. The area is served by Didsbury Village and East Didsbury tram stations, both on the Manchester Metrolink South Manchester line. The A34 Wilmslow Road is a major dual-carriageway road running in a north-south direction, connecting Manchester city centre with areas such as Cheadle and Stockport. South of the site, the road links to the M60 motorway, offering convenient access to locations across Greater Manchester and surrounding regions, including the M62, M56, and M6 motorways.

Much of the surrounding local highway network is within a controlled parking zone (CPZ), with restrictions operational Monday to Saturday from 09:00 to 18:00. Some residential streets nearby have no waiting restrictions or offer dual-use permit/pay and display parking.

Public Transport Access

Rail Services

2.3.1 Didsbury Train Station: The nearest train station to the site is East Didsbury Station, which is approximately a 10-minute walk away. It offers services on the Manchester to Crewe Line, providing easy connections to Manchester Piccadilly, Stockport, and other destinations.

Manchester Piccadilly Station: Located around 5 miles (8 km) from the site, Manchester Piccadilly is the main train station in the city, offering national and regional services including routes to London, Birmingham, Leeds, Liverpool, and other key cities.

Metrolink (Tram Service): East Didsbury is also the terminus for the Manchester Metrolink South Manchester line, which connects passengers to Manchester City Centre in around 20 minutes, offering a reliable and frequent service.

Bus Services: Multiple local and regional bus routes serve the area, providing links to Manchester city centre, surrounding suburbs, and railway stations. Routes 41, 42, and 50 are popular for Didsbury and surrounding areas.

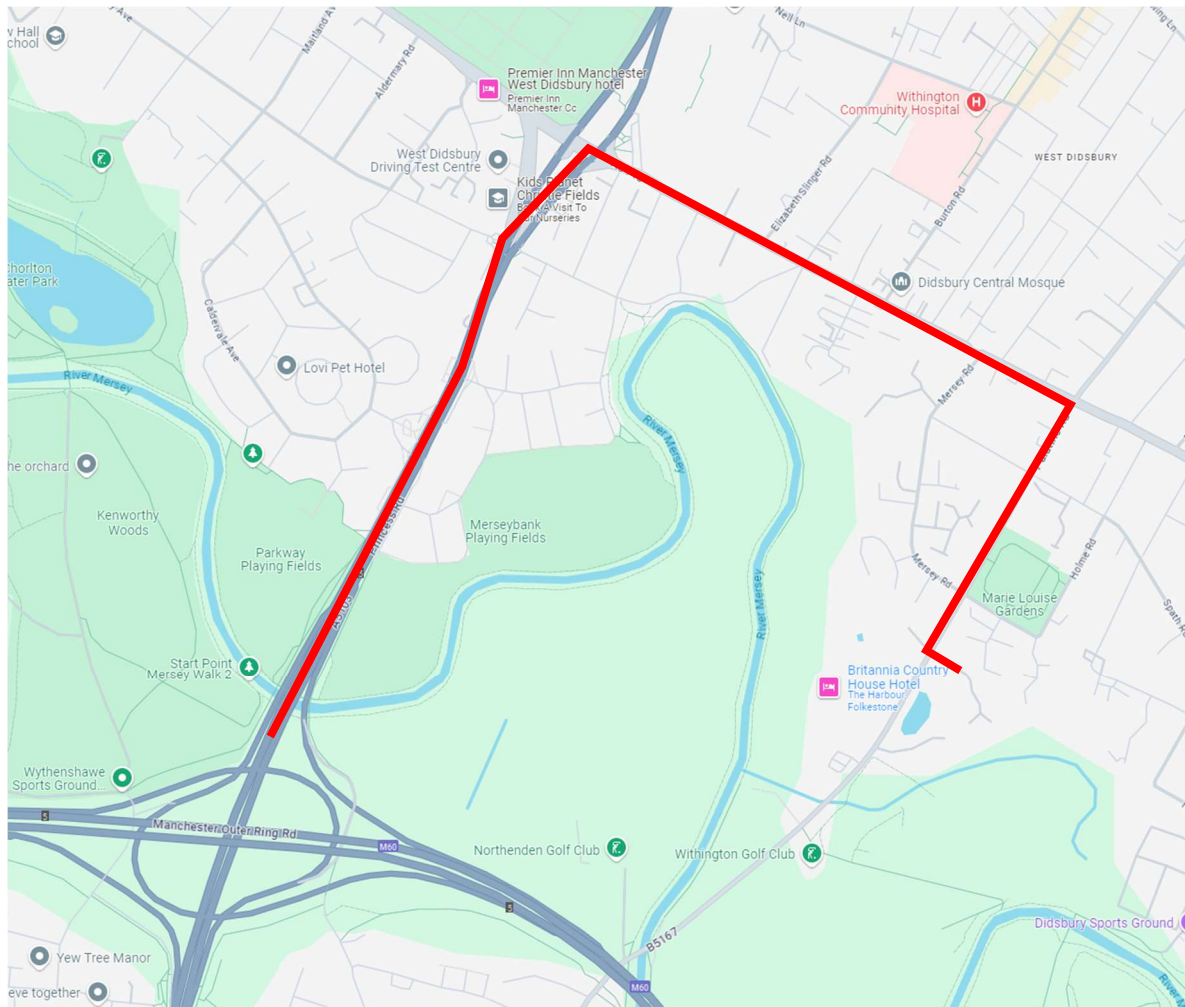
3. Vehicle Routing and Site Access

3.1 Routing Plans

Our appointed contractor will comply with the management rules of the gated community. Routing information will be supplied to all contractors/suppliers. Records of correspondence with suppliers relating to the agreed routes will be maintained so that in the event of noncompliance in this matter, suppliers could be held accountable.

3.1.4 The indicative routings are illustrated in Figure 3.1.

Once appointed, the Principal Contractor will review the indicative routes and the routing information will be updated or confirmed as appropriate.



3.1 Large vehicles to take the route detailed above avoiding smaller roads.

3.2 Construction Vehicles

3.2.1 It is anticipated that the following construction vehicles may visit the site during construction:

Vehicle Type	Length	Width	Height
Transit Van (Small)	4.8m	2.0m	2.3m
Tipper Van (Small)	5.0m	2.1m	2.5m
3.5T Lorry (Small Flatbed)	6.0m	2.3m	2.8m
Van (Large/Panel)	6.0m	2.3m	2.6m
Small Crane / Hi-ab Lorry	6.0m	2.5m	3.0m
Small Articulated Lorry	8.0m	2.5m	4.0m
Mini Digger or Excavator	3.0m	1.6m	2.3m

To minimize obstruction to local residents and ensure efficient access, we will aim to use smaller delivery vehicles whenever possible. This approach will reduce congestion, noise, and disruption during deliveries. For example, we may use small transit vans or tipper vans, which can navigate narrow streets more easily, have smaller turning radii, and require less space for parking. In instances where larger materials are needed, we will use small 3.5T lorries or flatbed vans, which can still access the site with minimal impact on local traffic. Additionally, for deliveries requiring a crane, a small crane lorry will be employed to reduce the need for larger articulated lorries, which would take up more space and create more disruption. Wherever possible, we will coordinate delivery times to avoid peak traffic periods and ensure minimal disturbance to the surrounding area.

3.2.3 It is anticipated that suitably trained banksmen / marshals would be employed who would manage any potential conflicts with construction vehicles and pedestrians when vehicles entering/exiting the site.

3.3 Vehicle Movements

It is likely that the site will be visited by approximately 2 to 6 vehicles per day during peak periods. This would typically include:

Delivery vehicles for materials such as bricks, timber, and concrete (1-2 deliveries per day).

Tool and equipment vans (such as transit vans or small flatbed vehicles) bringing necessary tools and machinery (1-2 vans per day).

Waste removal vehicles, such as small tipper trucks or skips, to remove construction waste sporadically.

The number of vehicles will vary depending on programme, we will look to spread throughout the working day. Deliveries will typically be scheduled to avoid peak traffic times to minimize disruption to local residents.

‘Just in Time’ deliveries will be planned.

Traffic calming, traffic restrictions will be respected and planned into the routes.

Where parking is possible, access for ambulances, fire and other emergencies will not be impeded or restricted.

All traffic management plans/controls will be monitored for compliance.

Traffic management plans will be reviewed on a continual basis and revised as necessary.

4. Construction Programme, Site Set-Up and Methodology

4.1 Project Manager

The appointed Principal Contractor will ensure compliance with the Gated Community Management rules. The Principal Contractor will appoint a Project Manager, ultimately responsible for the construction works.

The Project Manager will be contactable during office hours. Information boards will be displayed on the site hoarding highlighting the key personnel on site including their contact details. An alternative 24-hour emergency contact number will also be provided.

The Project Manager will liaise with local residents acting as a point of contact so that in the event of issues/concerns arising during the construction process, action can be taken as quickly as possible. The Project Manager will keep a record of any comments or complaints and will ensure that they are resolved quickly.

4.2 Programme/Phasing

At this stage the detailed programme is not yet confirmed as the Applicant are focussing on the enabling works stage, which they are looking to instruct

Arrangements will be made to provide modern facilities for workers. Welfare services will be sufficient to allow thorough washing of hands and forearms. Means of heating and preparing food, eating of food, disposal of food scraps, drying of clothes etc. These facilities will be cleaned regularly as required by site conditions.

4.3 Hours of Operation

4.3.1 The proposed hours of construction operation will be between:

Weekdays: 08:00-18:00.

Saturday: 08:00-14:00.

Sunday & Bank Holidays: No work activity or deliveries.

4.3.2 Reasonable endeavours will however be made to ensure deliveries to/from the site occur outside of network peak hours and away from the afternoon school pick up time. Delivery hours will therefore be 09.00-15.00 and 08.00-14.00 Saturdays.

4.3.3 In order to maintain the above core working hours, the relevant Contractor may require at certain times a period of up to one hour before and after core working hours to start and close down activities (this will not include works that are likely to exceed any pre-agreed maximum construction works noise levels).

4.4 Site Set-Up

Enabling Works

4.4.1 During the enabling works of the existing building, construction activity can occur from on-site, with the external parking area used for staff and materials storage, including deliveries and offloading.

4.4.2 Vehicles will access the site from Palatine Road and be escorted into Hayescroft Gardens and will be escorted off-site in forward gear by trained banksman and traffic marshals, who will hold pedestrians on the footway using retractable roller tape. If necessary, marshals will then hold cyclists/vehicles on the carriageway using stop/go boards as necessary.

4.5 Pedestrian Access and Security

4.5.1 Appropriate fencing is in place but security will be enhanced where necessary during each phase of construction.

4.6 Deliveries and Storage

4.6.1 All plant and materials will be stored within the footprint of the property boundary during the enabling and construction works. During the extension works, materials will be stored within the hoarding line.

4.6.2 For all work phases, the Principal Contractor will implement a Delivery Management System. A weekly delivery schedule will be prepared a week in advance to ascertain the level of anticipated deliveries for the following week. Every day a list of all deliveries required will be pre-prepared on a daily delivery schedule to reduce continuous deliveries and delivery due times will also be carefully considered to avoid peak traffic times where possible and any abnormal and indivisible loads deliveries by other sites within the area. The number and level of deliveries will be constantly reviewed with the frequency and size of each delivery continually monitored to ensure that the minimum number of deliveries occurs.

4.7 Site Operative Access

4.7.1 Reflecting the accessibility of the site, no on-site parking will be provided for the construction workforce. Workers will be actively encouraged to travel to the site using non-car modes.

4.7.2 The construction workforce will instead be provided with public transport information as part of their staff induction, detailing the various methods of travel that are available.

4.7.3 To assist with this requirement, the relevant Contractor will make reasonable endeavours to employ a local workforce.

4.8 Waste

4.8.1 A Waste Management Plan will be prepared by the relevant Contractor, detailing how the material will be reused, recycled, or removed from the site.

4.8.2 In general however, spoil and material arising from each phase will be stored on-site and reused on-site where possible. Any spoil and material that cannot be reused on-site will be removed from the site utilising tipper lorries.

4.9 Parking Suspensions

4.9.1 Parking suspensions are not envisaged as being necessary to accommodate the construction.

5. Strategies to Reduce Impact

5.1 Overview

5.1.1 A number of measures and management strategies will be implemented by the Principal Contractor to reduce the impact of the construction activity that is in addition to those measures described above in terms of vehicle routing, safety training, staff travel etc.

5.2 Dust and Noise Suppression

5.2.1 The Principal Contractor will take reasonable steps to minimise noise and suppress dust, dirt and debris generated by the works, adopting the following mitigation strategies:

- Plant will be located away from noise/vibration sensitive areas where possible;

- Plant will be effectively sound tested;

- Plant will be regularly serviced and maintained;

- Operation of plant will be carried out in such a way that noise is minimised e.g.

- plant will be throttled down or switched off when not in use, and acoustic covers will be used as necessary;

- Noise and vibration levels will be monitored during activities to ensure compliance with target level and standards;

- Damping down, the site with a fine water spray to prevent the dust particles from becoming airborne;

- Vehicles removing debris from the site will be sheeted with dust sheets or tarpaulin to prevent debris spillage and dust emission; and

- Weather conditions will be considered prior to the commencement of activity.

5.3 Wheel Washing and Road Cleansing

Wheel washing facilities will be provided to clean vehicles during the enabling works phase.

The Principal Contractor will undertake to sweep the roads and footpaths if necessary to remove any spoil or debris deposited on the highway.

5.4 Fire Arrangements and Security

5.4. Adequate first aid equipment and First Aiders will be available on site;

5.5. Fire and Other Emergencies

5.5.1. These are in addition to the standard requirements listed in the general safety procedures documents and the Joint Code of Practice on Fire.

5.5.2. Site-specific Fire Emergency Requirements

5.5.3. Whilst working on the premises, liaison with others must be maintained to ensure joint response to emergency situations takes place.

5.5.4. Fire

5.5.5. No 'on-site' burning of rubbish or materials is allowed; all operations subject to 'hot work' are subject to the hot work permit procedure.

5.5.6. The site fire plan is to be implemented for general fire prevention procedures in site offices and stores, including industrial units.

5.5.7. The fire plan is written to comply with the 'Joint Control of Fires on Construction Sites' and includes storage of flammable liquids, fire points, inspection regime, etc.

5.5.8. The fire plan will be displayed on site and communicated to workers/visitors through induction.

5.5.9. Waste skips or stacks of materials must not be sited within 6m of any building unless measures are taken to eliminate the risk of fire, e.g. closed lockable skips.

5.5.10. The whole site (with specifically designated exceptions) is designated NO SMOKING.

5.5.11. Compliance with the precautions includes the requirement for adequate fire extinguishers to be present on-site, together with a specific fire plan.

5.6. Security

5.6.1. Security arrangements are explained to workers at induction.

5.6.2. All authorised persons are issued with clothing/uniform branded with an identifiable name/logo.

5.6.3. An emergency contact list enables contact with a senior manager at all times.

5.6.4. The site will be secured using Heras fencing, and scaffold will be alarmed.

5.6.5. All persons working on or visiting the site should sign in on arrival and sign out on departure. No persons should be allowed on-site unaccompanied unless they have received a site-specific induction.

5.6.6. If the storage is separated from the work area, additional safety and security implications between the two areas should be considered.

5.6.7. The work areas will be occupied; the defined site and the permissions required to access areas outside the defined site should be agreed upon with building management.

5.7. Monitoring of Health & Safety Performance (During Project)

5.7.1. The health & safety performance of persons (and subcontractors) working on site will be monitored as part of periodic site safety inspections and audits. Any weaknesses will be drawn to the attention of the responsible management, in addition to immediate remedial actions implemented at the time.

5.7.2. Records of Site Health & Safety Monitoring

Site inspections will be carried out by a named safety advisor. In addition, random visits may be made by senior management.

5.7.3. Inspections of Scaffolds and Plant

Site managers or a nominated competent person will carry out statutory inspections. Results will be recorded in the appropriate register.

5.7.4. Members of the Public

Where work activities encroach on areas where the public has access, such as footpaths, precautions will be taken to ensure that operations do not create a risk outside the site boundary. Heras fencing, anti-climb measures, or similar will be used to prevent access to construction activities. Banksmen will be used during certain phases of the work and deliveries.

5.7.5. Adjacent Occupants

Immediate neighbours will be given advanced warning of works that may be a nuisance.

5.7.6. Precautions against Trespass, Arson, Theft, and Vandalism

Heras fencing will be used to minimise the opportunity for unauthorised access, and scaffold will be alarmed to prevent persons climbing standards.

5.7.7. Protection of Children

All necessary precautions will be taken to protect children from site hazards. Heras fencing and hazard signs will be placed around the site to prevent access, and scaffold will be alarmed.

5.7.8. Site Signage

Clear signage will be used to identify any safety hazards such as fragile roofs, dangerous ground, and scaffolding that is out of use. Reliance will not be placed entirely on written warning signs where there is a possibility that some people, e.g. young children or non-English speakers, may not be able to read them. Additional measures may be implemented as nec

5.8 General methods of construction.

1. Scope of Works This method statement outlines the basic construction process for a domestic extension, including the installation of a dormer window.

2. Sequence of Works

2.1 Site Preparation

- Establish site access and storage areas. Compliance with gated security measure
- Erect temporary fencing and signage for safety.
- Set out foundations and check levels.

2.2 Groundworks & Foundations

- Excavate trenches for foundations as per structural design and as per badger avoidance plan and RA.
- Pour concrete footings and allow curing.
- Construct blockwork up to damp-proof course (DPC).

2.3 Superstructure – Walls & Openings

- Build external and internal walls using brick/blockwork.
- Install lintels and structural supports for door and window openings.

2.4 Floor Construction

- Install floor joists and insulation as required.
- Lay floorboards or screed, ensuring a level surface.

2.5 Roof Construction & Dormer Installation

- Construct roof structure using timber rafters.
- Form dormer opening and install structural supports.
- Install dormer window frame and external cladding.
- Fit roof covering (tiles/slates) and apply waterproofing.

2.6 Windows & Doors

- Install external windows and doors, ensuring correct sealing and insulation.

2.7 Internal Works

- First-fix plumbing, electrical, and heating installations.
- Insulate walls and ceilings as required.
- Plasterboard installation followed by plastering.
- Second-fix electrical and plumbing works.

2.8 Finishing Works

- Internal decoration (painting, tiling, flooring).
- Install skirting boards, architraves, and fixtures.
- Final snagging and cleaning of site.