DANDARA

LIVING

Construction & Environmental Management Plan (CEMP)



Parrs Wood Lane, East Didsbury, Manchester
M20 5NP
Application Ref: APP/B4215/W/23/3314646

REV - 2

Developed by
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Checked By
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Contents

		Page
1	Project Description and Scope of the Plan	2
2	Person Responsible for Implementation of the Construction Management Plan	2
3	Outline Construction Programme	3
4	Site Hours	3
5	Travel Planning	3
6	Cyclist and Pedestrian protection measures	5
7	Parking	5
8	Managing Construction Site Access	6
9	Local Workforce	6
10	Neighbourhood Consultation & Liaison	7
11	Site Boundary	7
12	Routes for Construction Traffic	7
13	Swept Path Analysis	8
14	Size of Construction Vehicles	8
15	Programming	9
16	Material Deliveries and Storage During Construction	9
17	Abnormal Loads	10
18	Project Freight Requirements	10
19	Road / Footpath Closures	10
20	Site Facilities	11
21	Method of preventing mud being carried on to the Highway	11
22	Waste Management	11
23	Plant and Equipment	12
24	Construction Methodology	12
25	Phasing	12
26	Emergency Procedures	12
27	Management and Control of Significant Environmental Issues	13
28	Review of the Construction Management Plan	14
	Appendix A – Construction Site Setup Plan	15
	Appendix B – Construction Phase Plan	16
	Appendix C – Dilapidation Survey	17

1. Project Description and Scope of the Plan

This document is to accompany a submission by Dandara Living for the erection of a 6-storey residential building (Use Class C3) comprising 75 new homes together with ground floor flexible community space, car parking, cycle parking as well as landscaping, highways and other associated works.

This document is referred to as the Construction Management Plan. The purpose of this Plan is to show that as a result of construction works the construction works and construction traffic will not have a detrimental effect on the highways or the local community in the vicinity of the development; that measures will be deployed to control the emission of dust and dirt during construction works and that the storage of materials and waste will be managed on-site to ensure that the local area is not adversely impacted.

In this report, a construction vehicle routing strategy is considered and the methodology of managing and enforcing the construction logistics is outlined. Dandara Living senior site staff will manage the plan during the life of the project.

2. Person Responsible for Implementation of the Construction Management Plan

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3. Outline Construction Programme

Construction	Period on site
Site hoarding & Setup	Month 1
Piling	Months 1-3
Substructure	Months 4-5
Superstructure Concrete frame	Months 6-11
Envelope	Months 8-13
Internals & Services	Months 10-19
Landscaping	Months 18-20
Commissioning	Months 18-20

4. Site Hours

Compliance with normal construction working hours 07:30 – 18:00 Monday to Friday, 08:30 – 14:00 on Saturdays, with no working Sundays or bank holidays.

Any allowance for night time working or out of hours working will be agreed with Manchester City Council on a case by case basis.

All operators of construction vehicles visiting site will be made aware of these hours and the booking & scheduling system in order to prevent any nuisance issues for the local community.

5. Travel Planning

The site is located in a highly sustainable and well-connected location. Albeit the journey origin and mode of transport of operatives cannot be determined in advance of the project commencement the aim will be to reduce reliance on single occupancy car use to get to site. The use of public transport, walking and cycling will be encouraged.

- East Didsbury Train Station is a 3 minute walk / 2 minute cycle ride from site
- East Didsbury tram stop (end of line) is a 3 minute walk / 2 minute cycle ride from site
- There are bus stops directly outside of the site along Parrs Wood Road

Travel Plan Coordinator

Management of Travel Planning will be achieved through the identification of a suitable person within the Dandara Living organisation as the Travel Plan Co-ordinator (TPC). The TPC will act as the main contact for the Travel Plan and will be responsible for implementing measures and the day to day operation of the Plan.
The development of a successful Travel Plan will require consultation with construction staff as time progresses to establish which measures would be the most effective, which may prove difficult to implement and which may be unpopular. The following outline a number of measures that could be promoted by the TPC ;

- Travel Awareness
- Travel database
- Public transport information
- Walking
- Cycling
- Car sharing scheme

- Deliveries
- Catering Deliveries
- Visitors

Travel Awareness

The TPC will make new employees and subcontractors aware of the existence of the Travel Plan by providing them with an information leaflet summarising the Travel Plan as part of the site induction, which would be completed on the first day on site.

The welcome pack would include, though not exclusively, the following:

- A map showing the location of the development in relation to the local area, highlighting the nearby bus stops.
- Bus timetables of existing local services from nearby bus stops.
- Train timetables relating to services which stop at the nearest rail station(s)
- A map showing cycle routes, which would also indicate the locations of cycle parking in the area
- Information relating to traffic related environmental concerns, congestion problems and car sharing to raise awareness.

Travel Database

The TPC will undertake a travel survey every 6 months which will monitor the number of staff/operatives arriving by car sharing, walking, cycling, public transport and private car.

The travel patterns derived from the data will inform the annual review process.

Public Transport Information

The TPC will encourage use of public transport as a mode of travel to work by implementing the following initiatives:

- Providing up to date public transport information, including route maps and timetables, with welcome packs on staff noticeboards.
- Liaise regularly with local public transport operators to ensure that information remains valid
- Provide details of local taxi companies

Walking

The TPC will encourage walking as a mode of travel to work by implementing the following initiatives:

- Raise awareness of the health benefits of walking through promotional material.
- Providing a map showing walking routes, indicating distances and times at appropriate intervals to the site

Cycling

The TPC will encourage cycling as an alternative mode of travel by implementing the following initiatives:

- Promote the availability of cycling information, including route maps
- Establish contact with local cycle shops to attract discounts on equipment
- Providing secure cycle parking as well as short-term parking for visitors

Car Sharing Scheme

The TPC will set up a car sharing scheme / register within three months of receiving the initial travel surveys. Consultation will follow to allow potential car sharers to register an interest and provide details of their journey to and from work. The TPC will then identify suitable matches for staff that may be able to share their journeys to and from work.

Material Deliveries

Where possible the contractor will use local suppliers to reduce the distance travelled on the local highway network.

Material and Plant requisitions will be planned and coordinated in advance to assist in reducing the number of deliveries required.

Off site prefabricated construction will be utilised as much as possible which will assist greatly in reducing the number of deliveries to site

Catering Deliveries

Arrangements would be established with local catering firms to visit the sites at times that coincide with scheduled breaks. Such an arrangement could help to reduce the number of vehicle-based trips to off-site locations, particularly during the lunch time period. There is also the Tesco superstore immediately adjacent to this site and a 30 second walk.

Visitors

The degree to which visitors can be encouraged to use sustainable modes of transport will depend on whether visitors to the sites are "invited" or arrive unannounced.

The TPC will encourage travel by sustainable modes for visitors by implementing the following initiatives:

- Show public transport routes on maps sent to visitors
- Identifying the location of the nearest rail station(s) and indicating the approximate taxi fare from the station to the site

6. Cyclist and Pedestrian protection measures

Several control measures will be adopted to protect cyclists and pedestrians around the site, these are:

- Restricting deliveries to the hours for which construction occurs to reduce the risk of construction vehicles delivering at the time when the surrounding highway network may be busy
- Delivery vehicles suitably sized to be able to access the loading/unloading area in the site compound.
- Unloading / loading / reversing of vehicles controlled by a qualified banksman, always giving priority to the public.
- Segregating the public from the site by installing a solid timber hoarding to the perimeter of the site with bulkhead lighting to supplement the existing street lighting.
- Controlling the ingress/egress routes to site by biometric turnstiles and with security personnel at the vehicular entrance / exit gates.
- Sheeting scaffold on elevations thus mitigating the potential for dropped tools or materials.
- Site compound and offices locked at night and alarmed.
- CCTV cameras installed for security.
- Adequate signage to pedestrian routes to indicate their use i.e. 'Pedestrian Route'.
- Signage positioned on the road to warn plant and delivery drivers of the presence of a pedestrian crossing point.
- Signage installed to indicate reversing areas.
- Site speed limit signs positioned at high-risk areas, namely prior to pedestrian crossing points and adjacent to occupied premises (when applicable).

7. Parking

Due to site constraints no contractor, staff or visitor car parking facilities will be possible on the site itself. Parking around the site will be monitored with respect to the existing neighbours, particularly local residential roads and the Tesco car park. As a site rule, Dandara Living and their subcontractors will ensure that there is no on-street parking. However, allowance will be made for contractors to pull in to the site in order to drop

off any tools required. Dandara Living staff parking will be within a dedicated 'compound' area adjacent to the existing recycling area (which will be moved elsewhere on site during the construction works). The 'Compound' area is shown in purple in Appendix A.

All contractors and visitors will have to make their own way to site and be responsible for their own parking arrangements if using their own or company transport. Given the proximity of East Disbury tram and train stations and local bus services both contractors and visitors will be actively encouraged to use public transport via train or bus.

8. Managing Construction Site Access

All drivers will complete a mandatory driver briefing before being permitted entry to site without exception. The purpose of the briefing is to raise awareness of the risks associated with the development and to communicate relevant issues and where to drop materials. Drivers are not permitted to exit their vehicles/cabs without appropriate PPE.

A logistics plan will be prepared setting out delivery slots for the delivery of materials to site during the working day. Any subcontractors or supplier not following the delivery schedule will be turned away from site and requested to re-book their material delivery. Delivery requests must be submitted each week for the subsequent week no later than Thursday 4pm. Blackout windows have been agreed during the Christmas and Easter periods where deliveries to site cannot take place, but construction can continue.

Larger deliveries involving HGVs and larger vehicles will avoid peak periods during the morning and afternoon, where practicable, and this will be managed by the on site team.

Construction personnel access on to site is proposed be via scaffold stair access from the footpath off Kingsway as noted on Phasing Plan. Where possible site staff and operatives will be asked to use public transport to travel to site. Where this is not possible, vehicle sharing will be considered and locations for off-site parking will be considered.

A gateman / traffic marshal will be present on site at all times to direct vehicles accessing the construction site. Any loading / unloading / reversing operations will take place within the site boundary. Delivery constraints will be identified to all suppliers and trade contractors. Delivery times will be co-ordinated to avoid potential conflicts.

9. Local Workforce

Dandara Living will formulate activities with an aim to achieve the objectives set out in any planning conditions or S106 requirements to deliver employment, training and apprenticeship opportunities for the local workforce.

The following outline several measures that could be promoted:

- Including local firms on sub-contract tender lists, (where suitable companies exist) and provide local firms with an equal opportunity in the tendering process.
- Encouraging subcontractors to use local labour registers and give notice of vacancies to any local labour initiatives.
- Engaging with any relevant employment schemes run by the local authority to match up employment opportunities with those looking for work.
- Working directly with local employment and training agencies
- Participation in initiatives with local schools to promote education and support the transition between school / college and work.
- Provide reasonable access to agencies named by the council who may from time to time visit site to a) promote their services to subcontractors b) offer advice on training grants and employment subsidies,

where available and c) provide information on local companies.

10. Neighbourhood Consultation & Liaison

It is important that local residents and businesses suffer the least disruption to their daily life as possible. The specific liaison measures to be implemented will include:

- Nominating a community relations staff member who will be responsible for engaging with the local community and setting up a schedule of regular review meetings
- Informing occupiers of nearby properties and local residents likely to be affected in advance of works commencing, including the estimated duration. Adjacent properties will be 'letter dropped' to explain the works that are being commenced
- Provision of a quarterly newsletter.
- Setting up an Observations File so that observations received from residents, neighbours or members of the public may be recorded, investigated and dealt with positively and promptly.
- Displaying both company and site specific contact details (including out of hours) at the front of the site.
- Briefing operatives and staff at the site specific induction about any special requirements and site rules along with an outline of the project. Tool-box talks will also be arranged on an on-going basis throughout the course of the project
- The local emergency services will be contacted and will be made aware of the traffic routes agreed with the Manchester City Council as applicable.

11. Site Boundary

During the enabling works phase heras fencing with debris netting will be utilised to the perimeter of the site. Post demolition works a site boundary hoarding will be erected using 2.4 high structural plywood fixed to ground supporting kentledge concrete blocks. The hoarding design will be checked by our temporary works engineer to ensure that it is structurally secure. Warning notices and restriction notices will be posted at vantage points and the access point to the site. Hoardings will be used as bunding to assist in minimising dust and noise pollution. CCTV will be operated throughout the construction process.

12. Routes for Construction Traffic

Careful planning of traffic management and site logistics will be of paramount importance to ensure that deliveries are received in a planned and controlled manner to ensure the surrounding roads are unimpeded, whilst complying with all statutory requirements.

Dandara will have a designated permanent member of the site management staff, whose sole responsibility will be to manage deliveries in and out of the project. As Logistics Manager, they will control the day to-day planning and coordination of traffic movements in and around the site and communicate with the local highway authorities regarding traffic issues and planned large deliveries.

The Local Authority will be contacted if/as necessary to agree signage requirements external to the site to ensure smooth flow of construction traffic making deliveries to the site. Subsequent meetings can be held as required to ensure that the traffic management is working and to address any issues arising.

All construction vehicle access/egress will be controlled via qualified banksmen. The banksmen will always wear high-visibility clothing and ensure safety is maintained with regards to other road users and pedestrians.

The main site gate will be located off Parrs Wood Road and along the Tesco access route, to the northern

boundary of the site. The site gate will be controlled during working hours by a gateman and there will be operatives on duty throughout the day with breaks covered.

Construction site personnel will access/egress site via temporary steps from Kingsway and via the main Tesco access.

- Construction vehicles will access the site off the main A34 Kingsway via Parrs Wood Road and into the main Tesco access road. The vehicles will then enter the site in a forward gear through the manned site gate. The site has been set up to allow the vehicles to turn around within the site perimeter and out in a forward gear.

- Construction vehicles will exit the site in forward gear via the Tesco access road to Parrs Wood Road and back onto the A34 Kingsway, using banksmen, where required.

The following outline several measures that will help to minimise disruption to adjacent roads and neighbours:

- All material and equipment deliveries organised and scheduled on a "just in time" basis due to limited site storage.
- Pre-booked slots to receive abnormal loads or large vehicles to ensure "stacking" of vehicles does not occur on any surrounding roads.
- Avoiding the busiest rush hour periods whenever practicable.
- Delivery directions and warning signage along the site access routes to direct vehicles to the site entrance and warn other road users and pedestrians of the construction site ahead.
- Warning signage placed near to the site entrance
- Establishment of delivery conditions with all suppliers and subcontractors

The Traffic Management Plan will be communicated to all site operatives by the Site Manager who will ensure it is enforced. The Traffic Management Plan will be reviewed on a regular basis or when there are significant changes to the site and updated as required as the work progresses.

13. Swept Path Analysis

Typically, 10m rigid lorries will be used throughout the main part of the construction for excavation, delivery of concrete and other materials. Swept Path analysis of these vehicles entering / exiting the access points have been undertaken as shown within Appendix A. Further surveys and swept path analysis will be undertaken by the Tower Crane supplier once appointed.

14. Size of Construction Vehicles

Construction Vehicle	Length	Width	Height	Operation
55T Mobile Crane	11.4m	3.65m	3.75m	Site Establishment
Articulated Dump Truck	10m	3m	3m	Bulk Earthworks
Vibratory Smooth Drum Roller	6m	2.3m	3m	Bulk Earthworks
8-Wheel Loader – 20 Tonne	8.7m	3m	3.6m	Bulk Earthworks
Piling Rig on Low Loader	18m	3.3m	4.7m	Piling
9T Straight Skip Dumper	4.5m	2.5m	3.6m	Substructure
Hydraulic Excavator	6.7m	2.5m	2.7m	Substructure
Concrete Mixer Truck (6 – 8m3)	8.7m	2.5m	3.5m	Substructure and Frame
Truck Mounted Concrete Pump	10.9m	2.5m	4m	Substructure and Frame
100T Mobile Crane	13.6m	2.75m	4m	Tower Crane Erection
Articulated Truck	20.1m	2.5m	3m	Tower Crane Erection

15. Programming

The development is a concrete frame building and there will be numerous concrete deliveries. The concrete will be laid by a combination of tower crane and concrete pump. Typically, the concrete for the columns (smaller quantities) will be laid using a skip and tower crane, the average time for a concrete wagon unloading into a skip will be 1 hour. For larger quantities e.g. slabs or floors, the concrete will be pumped. The average time for a concrete wagon unloading into the pump will be 30 minutes.

Programme times at present are fluid and will change prior to commencing on site. The durations will overlap and this needs to be taken into consideration when estimating construction vehicle movements. Obviously, the number of deliveries will vary on a daily basis depending on the construction works that are in progress at that particular time. It should also be noted that the figures outlined below are estimates and that the methodology may change subject to further involvement with our supply chain.

All deliveries will be booked in advance on a just-in-time basis and delivery instructions will be sent to all suppliers and subcontractors. To note, the quantum noted below would be phased through the development and would not therefore all be arriving to site at the same time.

Parameter	Truck deliveries per day - One Way	Vehicles
Demolition and Site Clearance	2	8-wheel 20 Tonne
Piling	6	Ready Mix Concrete Lorries, Rebar Cages on Flat bed Lorry, 8-wheel 20 Tonne
Substructure, drainage, underground services	8	8-wheel 20 Tonne, Ready Mix Concrete Lorries, Rebar and Drainage on Flat bed Lorry, Smaller misc. deliveries
Superstructure Concrete Frame	6	Ready Mix Concrete Lorries, Rebar on Flat bed Lorry, Shuttering on Flat bed Lorry, Smaller misc. deliveries
Brickwork	4	Daily ready-mix mortar delivery (similar to ready mix concrete lorry), brick and block deliveries on short wheel-base lorries
Doors, Windows, Curtain Walling	4	Short wheel-base lorries
Scaffolding	1	Flat bed Lorry
Roof Finishes	2	Short wheel-base lorries
Internal Fitout	8	Vans and short wheel-base lorries of varying sizes

16. Material Deliveries and Storage During Construction

The buildings will be constructed using a range of construction materials, concrete, steel, brick and blockwork, SFS, weatherboard, brick and blockwork, windows, balconies, internal finishes, paving, rainscreen cladding, soft landscaping; all the materials normally associated with a development of this scale.

Communication will be maintained between site and all drivers entering site to ensure 'stacking' of vehicles does not occur on any surrounding roads. Only a single articulated truck will be able to enter the compound at any one time due to the confines of the site. A traffic marshall will be the main point of call for all vehicles wishing to enter the site. The traffic marshall will meet vehicles at the site entrance and escort them on to site. Due to limited site storage, material deliveries to site will be booked in advance on a just in time basis avoiding the busiest rush hour periods whenever practicable. Vehicles will be unloaded by qualified slinger-signallers.

Materials will be stored within the site boundary in the allocated areas highlighted on the site compound plan (Appendix A).

The Site Manager will produce a weekly schedule of deliveries. A draft of this schedule will be presented and discussed at the weekly site progress meeting to ensure that any bottlenecks and clashes can be smoothed

out ahead of time. Should any vehicle arrive outside of their allotted time then they may be turned away and the delivery organised for another time that is suitable.

As part of the procedure for the allocation of delivery times to suppliers, care will be taken to reduce the amount of vehicles travelling within peak periods. Where possible deliveries will be taken on site early to allow the vehicles to be off-loaded during the peak period and then leave the site once the peak period has ended. This allows greater efficiency in predicting delivery times and reduces haulage costs.

The amount and detail of traffic management information given to drivers and pedestrians will reflect the changing requirements of the site as the project develops and different site hazards are present.

Information will be provided by:

- Verbal instructions on arrival at site
- Site induction
- Issue of site maps to drivers
- Giving site-specific delivery instructions when ordering materials from suppliers
- Displaying maps and gate numbers at entrance site points and elsewhere on site
- All Dandara supplier orders have statements on PPE to be worn and safe unloading requirements.

Any changes made to site traffic routes will be communicated to site workers and visiting drivers.

The project shall endeavor to prefabricate components of the building wherever practical. The following components have been earmarked for prefabrication off-site in order to reduce the number of deliveries: pre-cast stairs, fabricated steel, windows, doors, balconies and possibly bathroom pods.

17. Abnormal Loads

Generally, there will be minimal requirements for abnormal or special loads required for this project. The delivery and collection of the piling rig, as well as the erection and dismantling of the site tower cranes being the only exceptions. Delivery of these items will be made by specialist haulage contractors who will liaise with Manchester City Council. Deliveries of this nature will be made at a time of the day when the road network is quieter.

18. Project Freight Requirements

FORS is a voluntary accreditation scheme for helping fleet operators to be safer, more efficient and more environmentally friendly. All suppliers and haulage companies will be encouraged to register with the Freight Operator Recognition Scheme.

19. Road / Footpath Closures

It is Dandara's intention to limit any road closures to an absolute minimum. The potential road closures will be firmed up with the supply chain but at this stage could be:

- Erection and dismantling of tower crane (2 days erection, 2 days dismantle)
- Delivery and removal of the Piling Rig (2 x ½ days)
- Delivery and collection of site accommodation (2 x 1 day)
- Services Connections for the development e.g. electricity, gas, water, foul drainage etc
- New substation

During any potential partial or full road closures that may be required (for drainage connections for example):

- Pedestrian passage will be maintained at all times
- Wherever possible, vehicular access to adjacent properties will be maintained
- Emergency access will be maintained at all times. Liaison will take place with emergency services
- Motorists will be adequately forewarned of the blockage, letter dropped if required.
- Signage will be put up to warn motorists in advance.

We intend to close the existing footpath to the east side of the access road and transfer all pedestrians to the western path (which is a current requirement anyway) via the existing pedestrian crossing for the duration of the works. It will then be re-opened on completion. Temporary signage will be installed and maintained to advise pedestrians.

We also intend to close several of the existing car parking spaces in the Tesco car park to construct the new access road as it will be positioned post-completion.

20. Site Facilities

Initially the site office and welfare will be placed on the eastern side of the site, adjacent to the Kingsway pavement and adjacent to the site access and egress and all inside of the site hoarding. This set-up will remain throughout the construction duration. Security and access to the office and welfare area will be restricted and will be via a biometric turnstile, with access only granted to those who have received site induction. Prior to receiving induction, new workers arriving to site will be escorted into the site induction room.

The site facilities will include lockable cycle storage, showers and lockers. Due to site constraints no contractor or visitor car parking facilities will be available on site or provided adjacent to the site.

21. Method of preventing mud being carried on to the Highway

The proposed method to remove mud, stones and any other extraneous materials from the wheels of construction vehicles exiting the site will be an operative using a jet hose to wash down the wheels prior to the vehicle leaving site. Wash-outs will also be provided for concrete deliveries. During groundworks all vehicles will be loaded on the dedicated clean loading area and have their wheels washed.

Waste water discharged from the wheel washing system shall be disposed of on site and shall not be discharged into the public sewerage system without prior removal of soil, stones and any other suspended material.

Segregation of the construction vehicle and construction personnel access points will further help to ensure that mud is not walked out of the site.

22. Waste Management

Dandara Living will produce a Site Waste Management Plan (SWMP) for the project which will highlight the types of waste likely to be generated and propose whether the waste management action will be disposal, re-use or recycle for each type.

Waste on this project will be of three forms:

- Waste produced on site during demolition/site clearance
- Material arising from bulk excavation works
- Waste from construction material and packaging

All debris will be processed and sorted on site for transfer to appropriate recycling / receivers. Rubble, waste, recycling etc. shall be removed via tipper lorries or sealed containers which shall be loaded within the site boundary. The site waste will be removed and recycled in accordance with current regulations, with all Waste Transfer Notes retained for Dandara Living records. All nominated waste carriers will be licensed to carry all types of waste being produced.

Material from Excavation Works

These materials will be removed by licensed haulier and records of their transfer noted retained in the health and safety file.

Waste from construction material and packaging

All waste will be segregated on site into skips for timber, metal, inert, plasterboard, paper and hazardous material. These will then be removed at regular intervals by a waste management company and records of volumes maintained. Site will receive a monthly record of the waste leaving site.

All waste will be removed in accordance with Westlakes Engineering Ltd Remediation Strategy. Please refer to Report Reference 2333-004-001.

23. Plant and Equipment

The majority of our works and processing activities will be facilitated by tower cranes, 360˚excavators, mini diggers, dump trucks varying in size, telescopic handler and passenger good hoists.

The key item and largest item of plant on site will be the tower crane. The tower crane provider will visit and survey the site and will detail the arrangements for managing the tower cranes access and egress from the site, as well as ensuring that plans are in place to manage the lifting operations on-site. A certified slinger / banksman will also be employed to ensure that all loads are safety tied and lifted.

24. Construction Methodology

Construction works will commence with the removal of hard standing and existing trees, plus installation of new temporary access road into the car park. This will be followed by the main construction works which will commence in the following sequence and comply with building control, building regulations, planning conditions and section agreements.

Substructure

Bulk earthwork to form levels, foundation formation, below slab drainage and attenuation, waterproofing, concrete slab pours, concrete columns and walls formation and tanking.

Superstructure

Reinforced in-situ concrete works, perimeter scaffolding, SFS, weatherboard and window installation, insulation and brickwork, roof covering, rainwater pipework, balconies, mastic and progressive scaffold strike & clean down.

Hard and Soft Landscaping

Kerbs, paving, hard landscaping, boundary wall, soft landscaping, out buildings.

Internals

Plant room fit out works, internal drywall and pattresses, 1st fix services, insulation, plasterboard and plastering, 1st fix joinery, mist coat, kitchen installation, ceramic tiling, final fix joinery, final decoration, floor finishes, commissioning, snagging works, clean, mastic and handover.

25. Phasing

The development will be built in a single phase over circa 20 months.

26. Emergency Procedures

Emergency procedures will be located in the site canteen, site office and on external sign boards including locations and phone numbers of the emergency services for both work personnel and the public. All operatives will be given a site induction before commencement of work; all operatives must have CSCS. A first aider will always be present on site. All accidents and near misses will be reported to the site management immediately. If required, the HSE will also be informed by Dandara Living.

27. Management and Control of Significant Environmental Issues

All Dandara site staff will receive sustainability and environmental training relevant to their level of responsibility for sustainability and environmental matters on site. Environmental consideration will be incorporated into the method statements and risk assessments. Regular toolbox talks on relevant environmental and sustainability matters will be undertaken with all staff on site. Posters and Information sheets will be up around site to remind staff of sustainability and environmental matters.

To mitigate significant environmental effects, a set of control and mitigation measures have been detailed in the subsequent sections.

Dust Mitigation Measures

Dust levels will be monitored during the course of the works and reasonable steps will be taken to mitigate the potential interference to occupied premises on and surrounding the site. On-site good practice procedures will be followed, measures currently planned include:

- Engage with community and stakeholders ahead of works commencing on site, holding session to present Dust Management Plan, making both the head office and responsible manager's contact details available should any concerns wish to be raised, which are also to be displayed on site boundary
- Manage log of any dust / air quality complaints or exceptional incidents, identifying how appropriate action has been taken in a timely manner
- Carry out on-site and off-site inspections / monitoring for dust levels and compliance with the Dust Management Plan, at a frequency dependent on level of risk due to activities occurring on site
- Plan site layout to ensure polluting plan and dust causing activities are located as far away from receptors as possible
- Produce logistics plans for sustainable deliveries and vehicle movements
- Solid hoarding around the perimeter of the site, when reasonably practicable
- Soft-strip existing buildings internally prior to demolition
- Localised screening of high-risk activities, as required
- Regular dampening down of work areas and access routes
- Ensure an adequate water supply on site
- Ensure effective water suppression of all dust creating activities
- Ensure site boundary is kept clean using wet methods
- Ensure water / mud run-off does not occur off site
- Provide bunding around storage of materials and substances
- Careful consideration of methodology adopted for dusty operations and taking into account wind conditions
- Keeping any stockpiles well compacted with gentle slopes, ensuring they are not higher than the site boundary
- Removing materials that have the potential to produce dust from site as soon as possible (unless being re-used)
- Cover or enclose all potential dust creating materials, plant or equipment, including during transit
- Keep spill kits on-site maintained and close to activities for quick deployment in the event of a spill incident and ensure response plan in place
- Tool box talks to identify activities and conditions that might give rise to dust pollution

- Ensure all vehicles switch off engines when stationary, implementing site induction, toolbox talks and signage to ensure compliance
- Use temporary supply of main power, opposed to power generators, where reasonably practicable
- Ensuring all plant certified to meet relevant current legislation
- Wheel jet washing of plant prior to leaving site, where required
- Ensuring burning of waste or unwanted material is not permitted on-site
- Structural design to mitigate need for scabbling of concrete surfaces, where reasonably practicable

Noise and Vibration

Procedures will be put in place to ensure that noise caused by construction traffic and construction activities are minimized. This will include assessments of predicted noise levels with reasonable measures taken to reduce noise levels to prevent nuisance to the local community. Class1/Class 2 integrating logging sound level meters will be used throughout the construction period enabling simultaneous measurements and logging. All plant being used on site will be compliant to the relevant standards and emission regulations EU Stage 3. All compressors, breakers and percussive tools will be fitted with mufflers or attenuators in accordance with the manufactures recommendations. Where possible, mains electrical power will be supplied to minimise the use of generators. Tool box talks will be given to identify activities which may cause nuisance and occupational exposure limits as outlined in the: Health & Safety at work Act 1974, HSE guidance notes: EH 40/97 Annex C and Annex D of BS 5228- 1: 2009 Noise and Vibration Control on Construction and Open Sites. Control of Pollution Act 1974, Noise at work Regulations 1989, The Control of Noise order 2002.

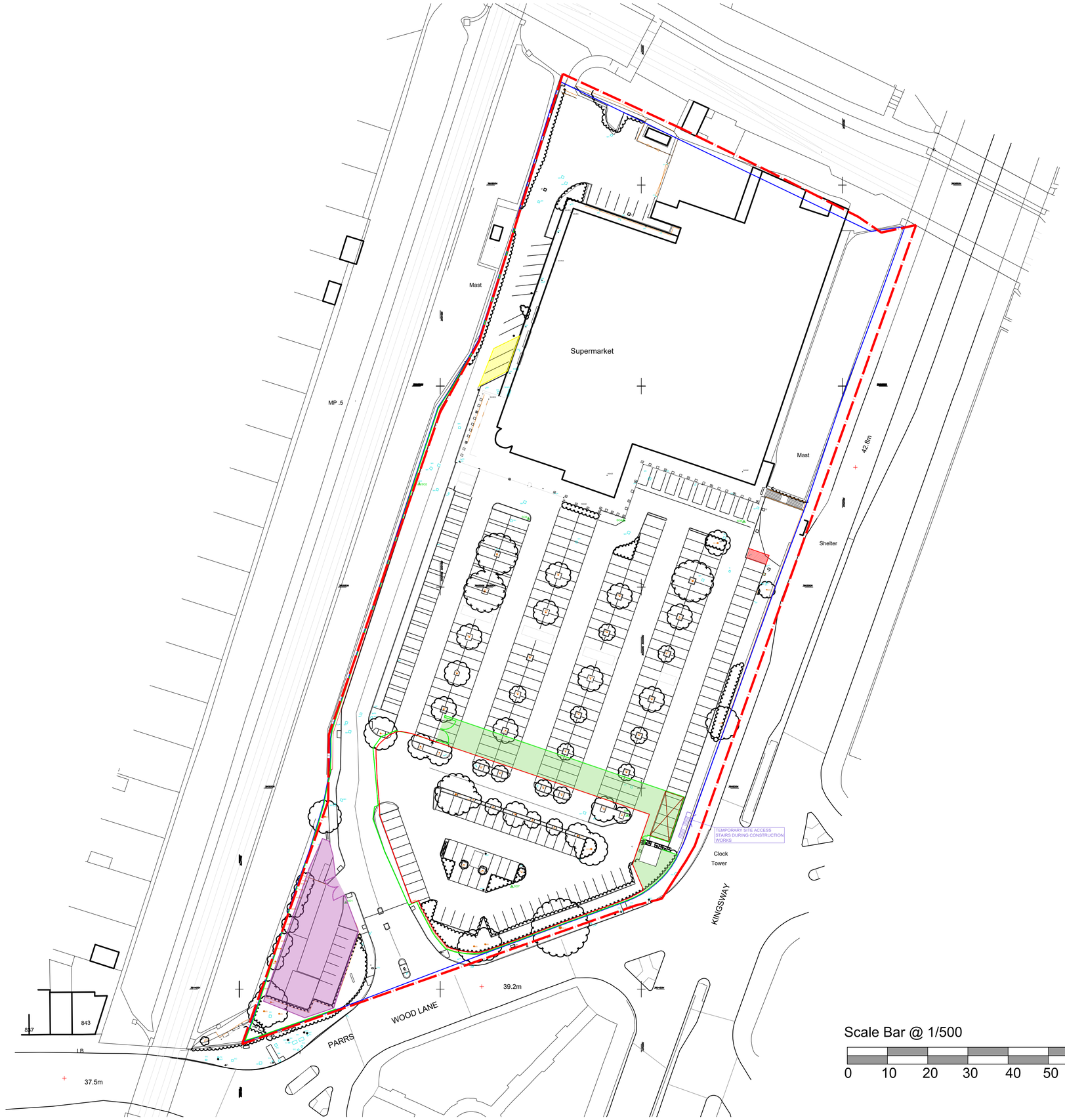
Water Quality

A survey will be carried out to identify water courses, ground water and the past use of the site. Procedures will be pre-planned before construction works commence where reasonable thereby mitigating the likelihood of pollution to the watercourses. This will include the monitoring of site activities. Fuels, oils and chemicals will be sited away from any water course and stored in lockable impervious bunded tanks, positioned on drip trays to avoid spillage while refueling. Surface water drains will be protected to prevent pollution including silty water. Suitable provisions will be taken to ensure concrete and cement is not allowed to flow into any drain or water course. Plant and wheel washing facilities will be used and effluents contained for proper disposal. Roads will be regularly cleaned mechanically and manually and kept free from dust and mud deposits. Dampening down measures will operate in dry weather. Procedures taken will include the training of site operatives in identifying activities and conditions that might give rise to water pollution. All works are to be conducted in accordance with Westlakes Engineering Ltd Remediation Strategy. Please refer to Report Reference 2333-004-001.

28. Review of the Construction Management Plan

This Plan will remain a live document and be reviewed, monitored and developed by Dandara Living throughout the life of the project to ensure it continues to be pertinent to carrying out the works in a safe manner.

A1



LEGEND

- Tesco Site boundary (from GM 263533 1982 Land Registry Map)
- Extent of Land to be purchased
- Area to be used as compound during construction outside demise of land purchased
- Additional Car Park space to be formed prior to completion of works
- Recycling area to be relocated during construction works
- Temporary compound area for site staff parking
- Site staff welfare area
- Boundary line received from TESCO 27_05_21

Scale Bar @ 1/500

0 10 20 30 40 50 70 100

NOTES.

This drawing and the copyright remain the property of Dandara. It may not be copied or altered without their written permission and must be returned to the Development Department when work is completed. All dimensions must be checked on site. Any discrepancies should be notified to the Architects / Engineers. Only written dimensions shall be followed. This drawing must be read with other Architectural and Engineers drawings and the specification.

REV.	AMENDMENT	DATE	BY
L2	Site access staircase added	22/06/21	DAQ
L1	Hoarding line updated and recycling area colour revised	08/06/21	DAQ

dandara
award winning property
Block 12 Spectrum, Blackfriars Road, Salford, Manchester, M3 7EF
Tel: 0161 829 3020 Fax: 0161 829 3021 Email: manchester@dandara.com Web: www.dandara.com

CLIENT:
Dandara

PROJECT:
Proposed Development, East Didsbury Tesco, Parrs Wood Lane, Didsbury

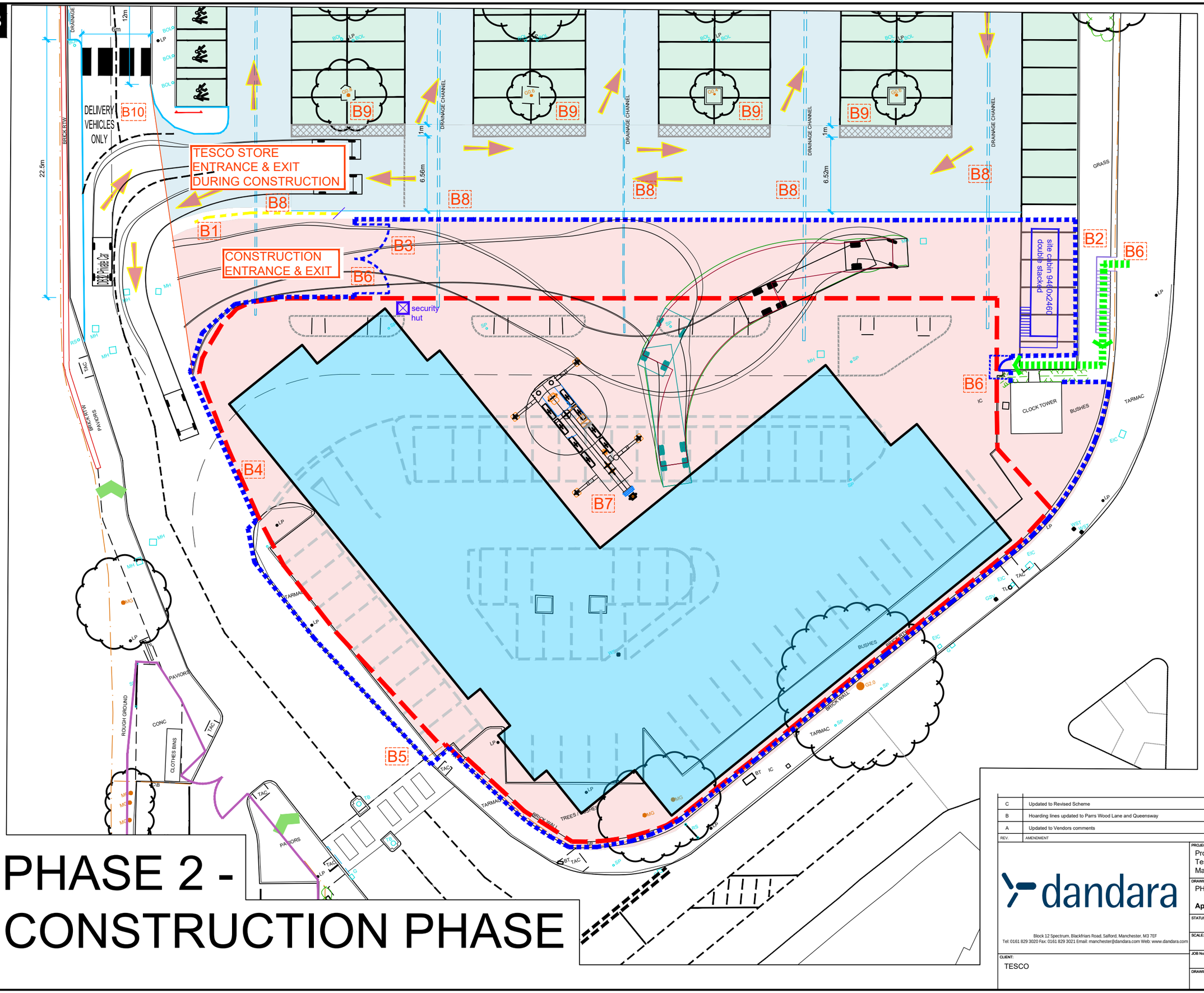
DRAWING:
Boundary Plan
Appendix A

STATUS:	DATE:
LEGAL	28/04/21
SCALE:	NAME:
1:500 @ A1	DAQ
JOB No.:	CHECKED BY:
DID	-

DRAWING No.: DID_DDL_DLA_000_00_DRW_0000_100 Rev. L2

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A3



PHASE 2 - CONSTRUCTION PHASE

Legend

- New kerb alignment
- Direction of Vehicle travel
- Site Legal Boundary
- Site hoarding and working area
- Tesco Active parking space
- Vehicle Aisle
- Profile of Proposed Building
- Tree to be removed
- Rhino Protection barriers
- Pedestrian Route to Store
- Construction Site Personnel route

B1 Heras fencing to be erected between site access and Public Car Park access - fencing to be kept clear of signage to afford visibilty between both access roads

B2 Maintain clear access route around to base of clock tower

B3 Site access gates set back from carriageway to allow site vehicle access without disrupting store vehicle flow

B4 Existing store signage to be relocated to positions to be agreed with the Vendor

B5 New hoarding to close off existing footpath from pedestrian traffic. Provide signage for safe route to store

B6 Remove Part existing railings and store. Form temporary scaffold access stairs for Construction Site Personnel with turnstile access gate through hoarding.

B7 Provisional Mobile Crane / Self Erecting Crane position - TBC

B8 Existing drainage runs to be confirmed and method statement required for any alterations to be agreed with Vendor.

B9 Existing parking bay to be reduced to 2.4m width, form new 1m wide painted hatched zone adjacent to parking bay. New access aisle to be min 6.5m wide

B10 Provide new road junction markings. Provide and install new car park entrance signage to be agreed with Vendors

REV.	AMENDMENT	DATE	BY
C	Updated to Revised Scheme	29_11_21	DQ
B	Hoarding lines updated to Parrs Wood Lane and Queensway	08/06/21	DQ
A	Updated to Vendors comments	Jan 2021	DQ

dandara
Block 12 Spectrum, Blackfriars Road, Salford, Manchester, M3 7EF
Tel: 0161 829 3020 Fax: 0161 829 3021 Email: manchester@dandara.com Web: www.dandara.com

PROJECT: Proposed Office & Residential Development
Tesco East Didsbury
Manchester

DRAWING: PHASE 2 CONSTRUCTION WORKS

Appendix B

STATUS: FOR COMMENT

SCALE: 1/300

DATE: December 2020

JOB No.: -

NAME: DQ

CLIENT: TESCO

DRAWING No.: D_EN_006

Rev.: C

DANDARA

LIVING

Appendix C

Dilapidation Report



Parrs Wood Lane, East Didsbury,
Manchester M20 5NP

Application Ref:
APP/B4215/W/23/3314646

Version History				
Date	**Editor**	**Revision**	**Notes**	
Feb '26	LA	0		

This Highways Dilapidation Report has been prepared in support of the planning application for the proposed development at **Land at the junction of Parrs Wood Lane, East Didsbury, Manchester, M20 5AA**

The purpose of this report is to:

- Record the existing condition of the public highway and associated infrastructure surrounding the site.
- Establish a baseline condition prior to commencement of construction works.
- Identify any pre-existing defects.
- Assist the Local Highway Authority (LHA) in assessing potential impact from construction traffic

Site Location & Highway Extents Surveyed

The surveyed highway includes:

- Kingsway (A34) northbound
- Parrs Wood Lane
- Wilmslow Road (A5145) westbound
- Land within Tesco Car Park

Survey Methodology

- Visual walkover and slow-speed vehicle inspection.
- Photographs taken at 1-5m intervals and at each identified defect.
- GPS-tagged imagery.
- Defects measured where appropriate.
- Survey undertaken Tuesday 13th January from 1:30pm onwards.
- Weather conditions dry, clear visibility

Limitations

- This survey was visual only.
- No core testing or structural pavement assessment was undertaken.
- Underground conditions are unknown.
- Inspection limited to publicly accessible areas.

Executive Summary

A visual external inspection of the Parrs Wood site has been undertaken. The site is generally operational and structurally serviceable. The majority of identified issues relate to maintenance rather than structural failure.

Key issues identified include pavement root heave, blocked drainage gullies, localised standing water, vegetation overgrowth, minor kerb spalling, faded road markings, and fly tipping along the western boundary.

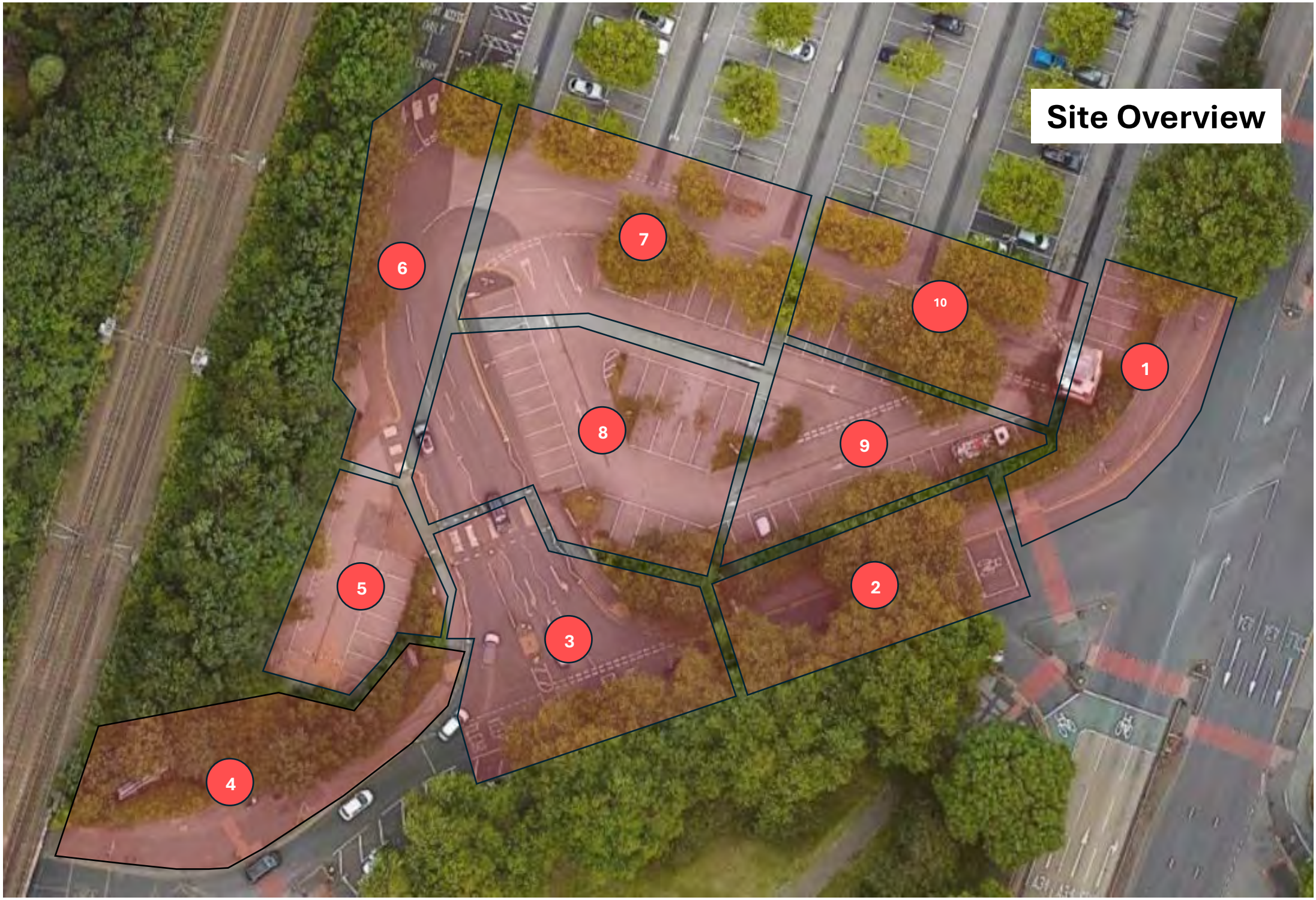
The following survey photographs taken from the site visit are included in the next section.

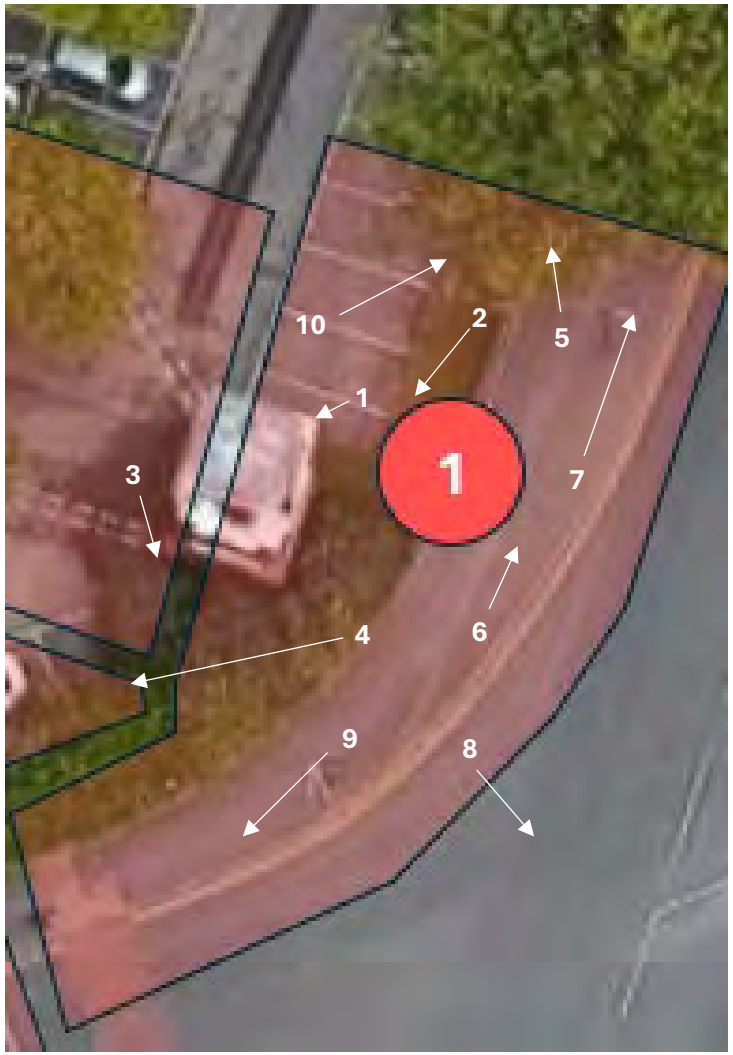
DANDARA

LIVING

Parrs Wood, Didsbury

Site Visit Photographs


Site Overview
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Pavement off Kingsway (A34)

Image No.	Image description
1	General view towards Tesco clock tower. No visible structural defects; area appears orderly
2	View along boundary wall from Kingsway pavement to car park
3	Hardstanding and base of clock tower with minor surface wear
4	Dense shrubbery present; maintenance may be required to prevent encroachment.
5	Pavement lifting due to root heave; trip hazard risk present.
6	Junction condition fair; road markings visible and intact.
7	Carriageway surface generally sound with expected wear.
8	Pedestrian route along corner of Kingsway / Parrs Wood Lane; no significant visible defects
9	Road surface fair; signage and markings present.
10	Level difference between car park and pavement evident; boundary intact.



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Parrs Wood Ln

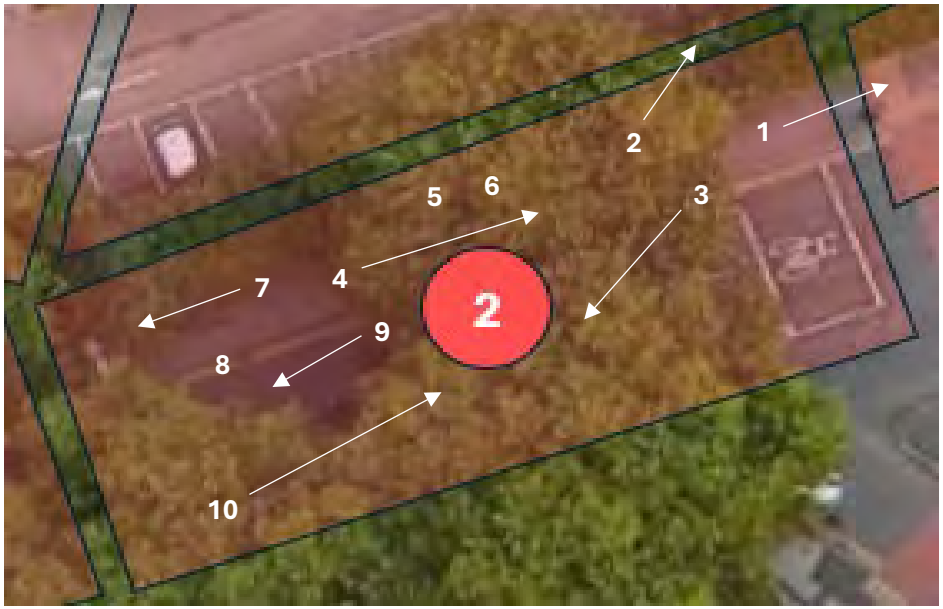


Image No.	Image description
1	Pavement facing East surface worn with minor cracking
2	Shrubbery along inner boundary wall; well maintained
3	View from Parrs Wood Ln pavement; no visible defects or fading
4	Surface uneven in places. Pavement edges show ageing and minor deterioration.
5	Significant root heave causing slab displacement
6	Close up view of pavement cracking caused by root heave
7	View from pavement facing west - Surface irregularities present
8	Gully blocked with debris; cleaning required.
9	Surface wear consistent with age and use.
10	Carriageway condition fair; no major surface defects evident.



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Tesco Car Park Entrance

Image No.	Image description
1	Entrance surfacing serviceable; minor wear visible.
2	Pavement edges worn.
3	Crossing and entrance markings slightly faded.
4	View from pedestrian crossing with minor faded markings.
5	Surface condition fair; no major cracking evident.
6	Trafficked surface intact; general wear noted.
7	Crossing visibility adequate; no structural defects visible.
8	Road gully partially obstructed; cleanup required.
9	Surface condition consistent with traffic levels.
10	Entrance layout clear; minor surface wear present.



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Land off Wilmslow Rd (A5145)

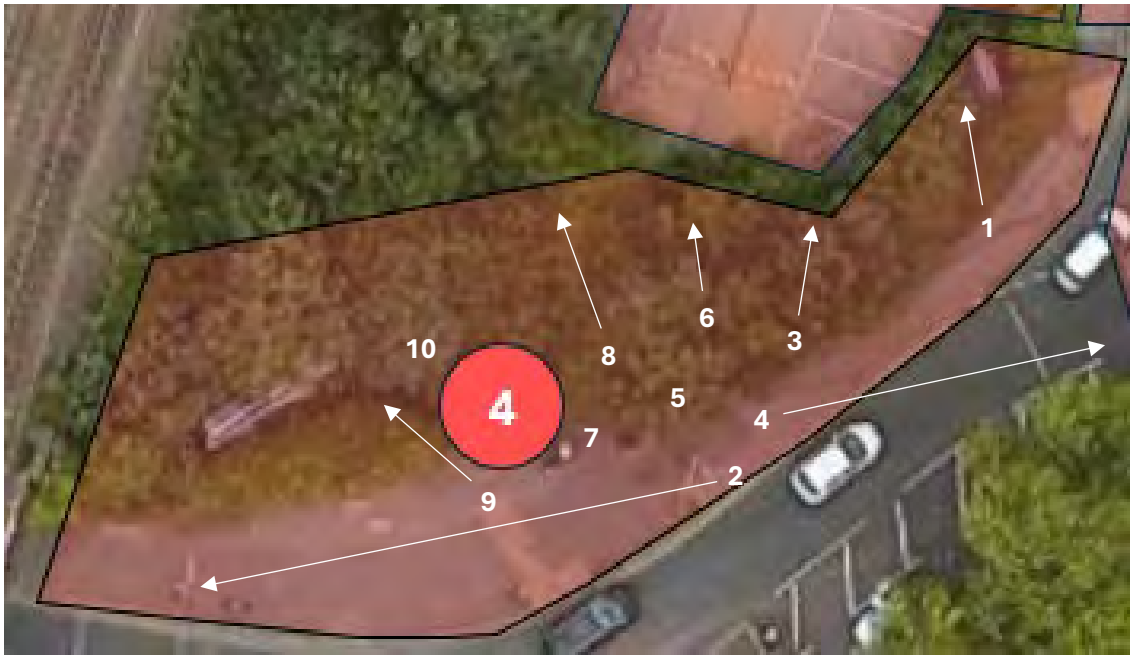


Image No.	Image description
1	Dense vegetation limits visibility into site.
2	Boundary vegetation overgrown; pavement edge visible.
3	Shrubbery obscures ground condition.
4	Pavement intact along eastern view toward Parrs Wood Ln.
5	Fibre utility box intact.
6	Overgrown shrubbed area.
7	Siemens utility box appears undamaged externally.
8	Ground conditions unclear due to vegetation density.
9	Concealed alley formed within shrubbery.
10	Fibre box access restricted by vegetation & marked with graffiti


6am to
Midnight
TESCO mobile
F&F Clothing
COSTA COFFEE
Click+Collect
Bakery

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Recycling Lot / Tesco Car Park

Image No.	Image description
1	Hardstanding worn but functional near collection bins.
2	Minor surface wear and overgrown vegetation.
3	Minor surface degradation visible.
4	Vegetation overgrowth along boundary; maintenance required.
5	Dirt/mud accumulation along delivery access road.
6	Continued dirt/mud buildup; cleaning recommended.
7	Vegetation overgrowth along boundary fence
8	Boundary fencing weathered and party damaged.
9	Boundary alignment inconsistent; general ageing noted.
10	Western fence weathered; structurally intact.
11	Boundary towards railway intact; no major defects observed.
12	Fly tipping evident; removal required.
13	Central parking surface worn but serviceable.
14	General operational condition acceptable; cosmetic wear evident.


CLOTHES & SHOES
CLOTHES & SHOES
CLOTHES & SHOES

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TESCO
Open 6am to Midnight

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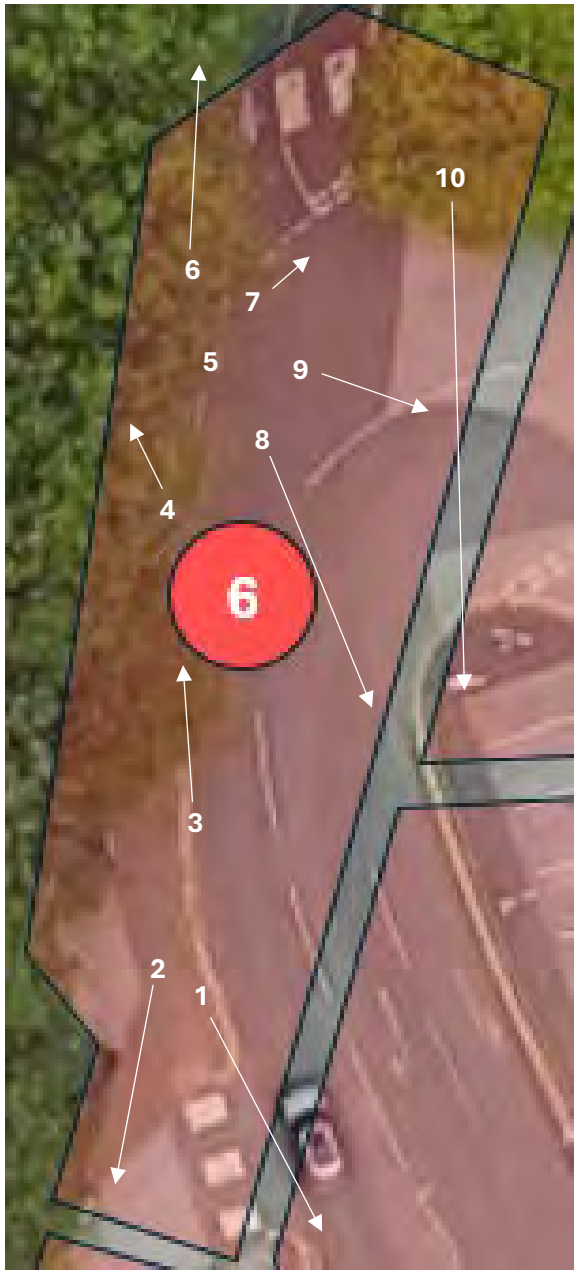
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West side of Tesco Car Park

Image No.	Image description
1	Entrance approach; carriageway and footway generally serviceable.
2	Pavement adjacent to collection bins; boundary fencing intact.
3	Block paving and kerb line; minor wear and debris accumulation
4	Brick retaining upstand; light vegetation ingress at base.
5	Delivery access edge; mud/dirt build-up.
6	Tactile paving interface; localised silt accumulation.
7	Surface water ponding at junction turn/bend
8	Approach road; markings legible, surface sound.
9	Curved carriageway; island and clock tower visible.
10	Exit lane; directional signage and lining intact.



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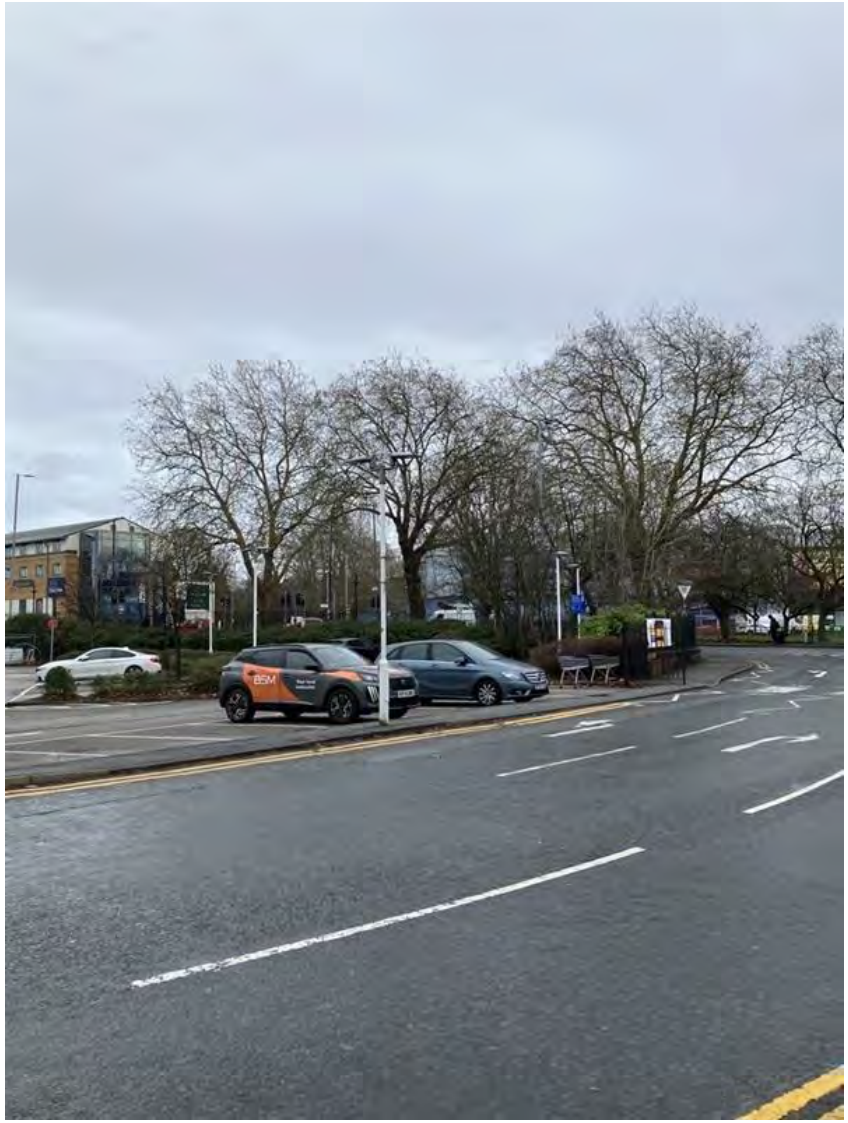
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Central Driving Aisle & Parking Islands

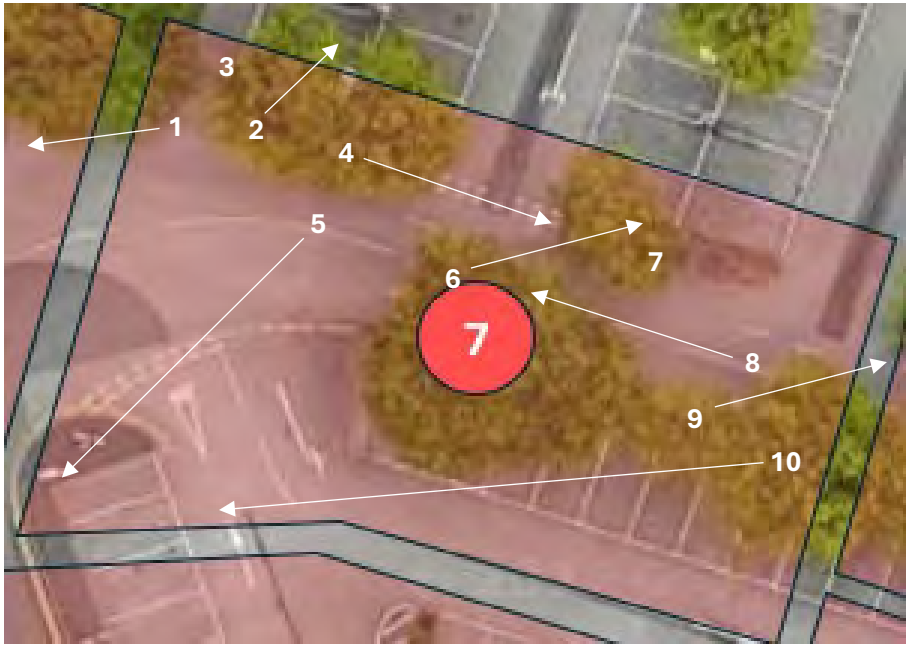


Image No.	Image description
1	Endcap island; kerbing intact, tree pit contained.
2	Marked bays; lining visible, surface weathered.
3	Linear drainage channel; grille intact.
4	Eastward aspect; boundary fencing and planting established.
5	Junction toward entrance/exit; markings slightly faded.
6	Central bays; moderate surface wear.
7	Island kerb and block paving; minor edge wear.
8	Westbound exit aisle; arrow marking clear.
9	Side elevation of bays; kerb alignment consistent.
10	Triangular central lot; surfacing uniform.



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Central Parking Lot

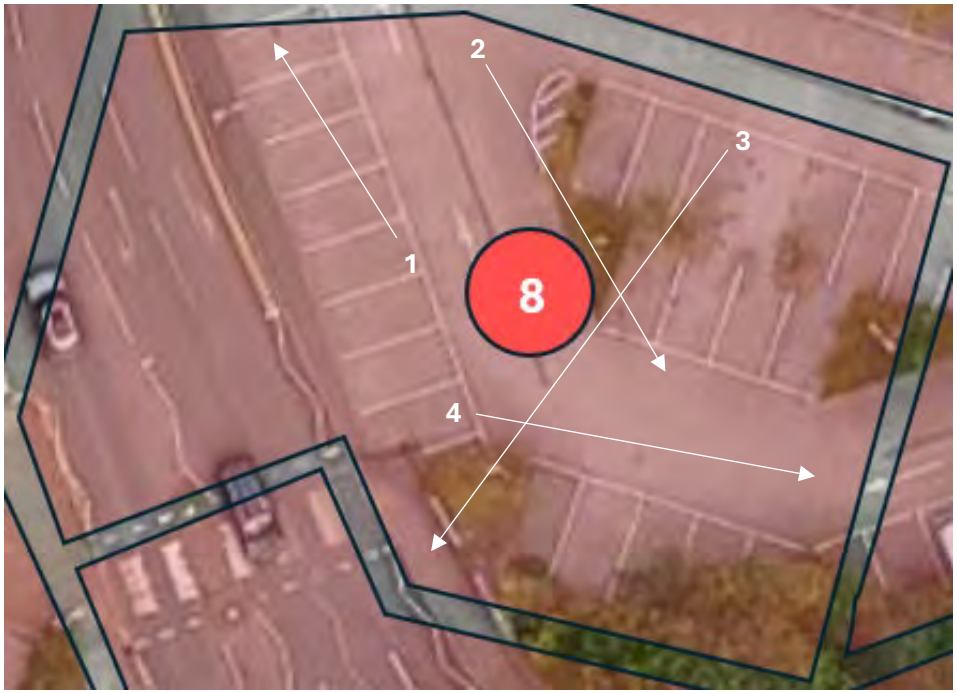


Image No.	Image description
1	Northbound aisle; bays evenly set out.
2	Central bays; parking lining intact.
3	Exit onto Wilmslow Rd; boundary wall sound.
4	Perimeter bays; adjacent vegetation and clock tower visible



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Central Parking Lot

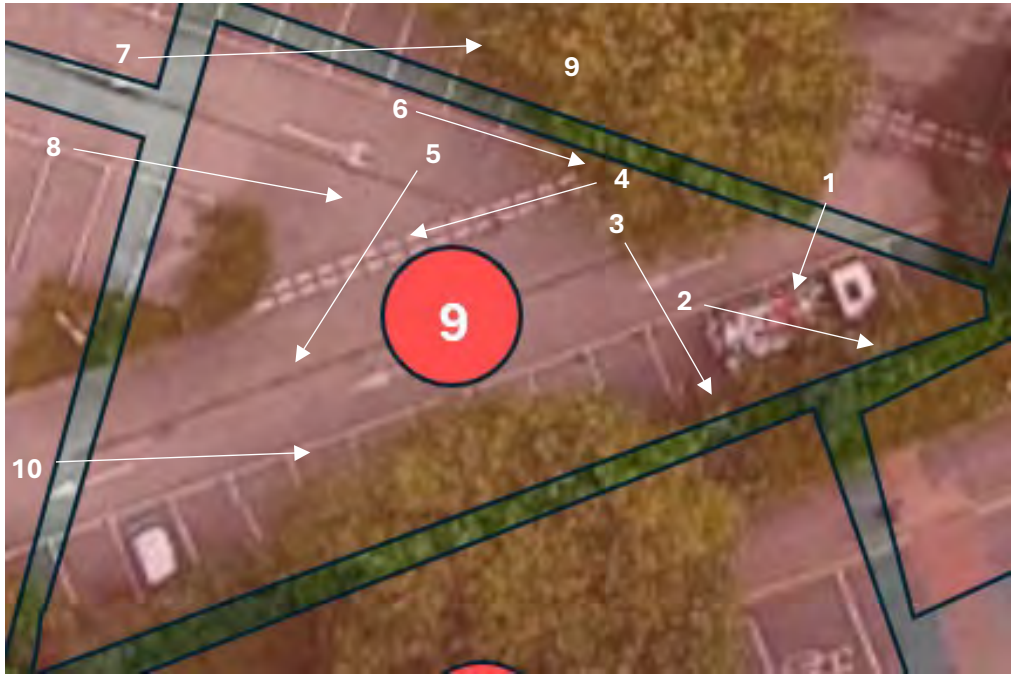


Image No.	Image description
1	Boundary fencing and dense shrubbery; screening established.
2	Clock tower elevation with neighbouring shrubbery
3	Internal lot facing Kingsway; surface even.
4	South-west view; carriageway free from major defects.
5	Parking bays; tree line mature.
6	View east towards Kingsway with clock tower backdrop
7	North-eastern parking bays; markings visible
8	East-facing bays; markings visible
9	Island kerb detail; minor abrasion.
10	East-facing view of central parking lot. Good surface condition



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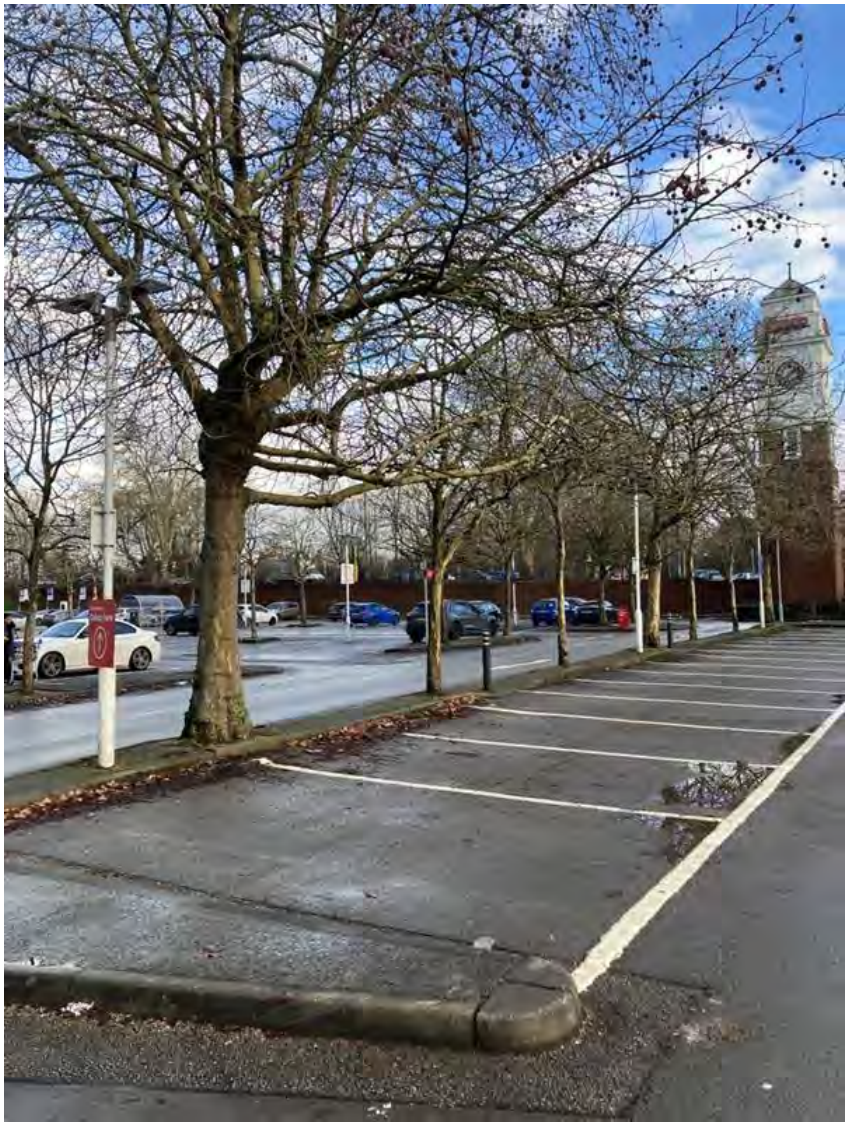
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Central Parking Lot

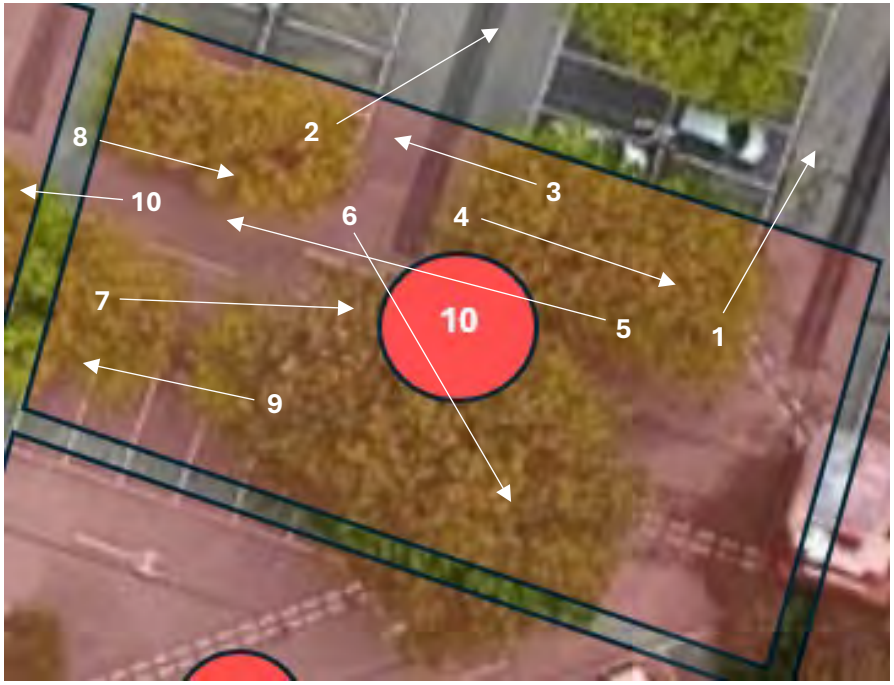


Image No.	Image description
1	Western aisle; moderate trafficking wear.
2	Central aisle; bay markings clear.
3	West-facing bays; surface intact
4	East-facing toward Kingsway; boundary wall in good condition
5	Access road to exit; lining partially worn
6	Southern bays; surface condition fair.
7	Curved aisle transition to central west parking aisle
8	Endcap islands; kerbs intact, minor staining
9	Central island to access road; edging stable
10	Exit approach; carriageway and kerbs serviceable.



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This is the end of the document