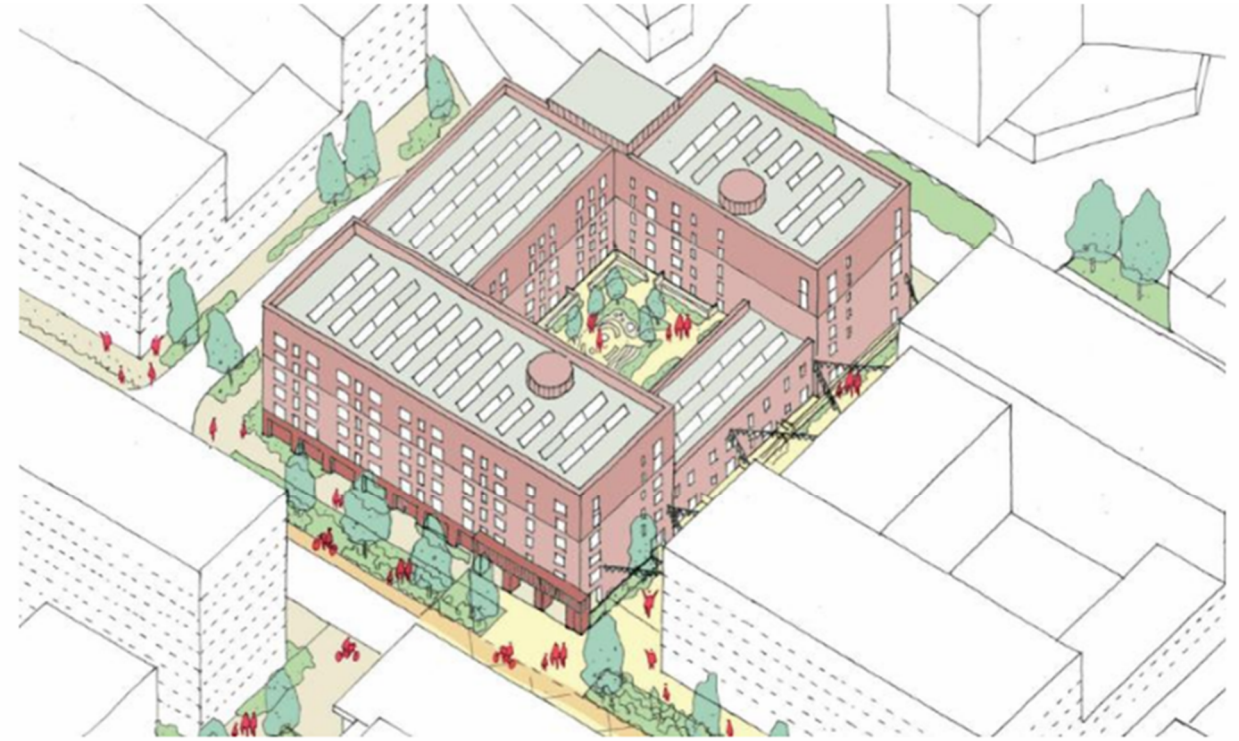
CONSTRUCTION & ENVIRONMENTAL MANAGEMENT PLAN

Alpha House, Wythenshawe



Report Reference	CEMP/001
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Author	Paul Hughes
Checked by	Bill Metcalfe

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1. Key Stakeholders

Client MUSE Riverside House Irwell Street Manchester M3 5EN T: 07350 391460 E: vinny.rigby@museplaces.com Name: Vinny Rigby Tel: Email: [redacted]	**Architect** Bowker Sadler Architect (BSA) Hatherlow House Hatherlow Romiley Stockport SK6 3DY Name: Colin Leith Tel: Email: [redacted]
Principal Designer Bowker Sadler Architecture Hatherlow House Hatherlow Romiley Stockport SK6 3DY Name: Charles Shorland Tel: Email: [redacted]	**Structural Engineer** AJP 1 Dale Street Liverpool L2 2ET Name: Kenny OBrien Tel: Email: [redacted]
Principal Contractor Caddick Construction Ltd North West Office Chepstow House Trident Business Park Warrington WA3 6BX Name: Paul Hughes Tel: Email: [redacted]	**Mechanical and Electrical Consultant** Team Civic Carvers Warehouse 77 Dale Street Manchester M1 2HG Name: Dan Watt Tel: Email: [redacted]

Client Representative ShiftPM M.01 Tomorrow Blue Mediacity UK Salford M50 2AB Name: Mark Parker Tel: Email: [redacted]	**Energy Consultants** Civic Engineers Carvers Warehouse 77 Dale Street Manchester M1 2HG Name: Nathaniel Hague Tel: Email: [redacted]
Acoustician: Azymuth Acoustics UK Viridor House No.3 Bolholt Terrace Bury BL8 1PP Name: Dominic McCann Tel: Email: [redacted]	**Landscaping Consultants:** Saville Landscape Design Hatherlow House Hatherlow Romiley Stockport SK6 3DY Name: Ken Saville Tel: Email: [redacted]
Building Warranty: Protek Group Ltd First Floor Malbridge House Enterprise Way Edenbridge Kent TN8 6HF Name: TBC Tel: Email: [redacted]	**Fire Engineer:** Introba 150 Holborn London EC1N 2NS Name: Dominic Evans Tel: Email: [redacted]
Transport Consultant: Curtins Kings House 40 King St W Manchester M3 2WY Name: Aaron Tilley Tel: Email: [redacted]	

2. Introduction

This Construction Management Plan is prepared to outline the key construction management plan in response to Planning Application – Ref: 144655/FO/2025 and in particular pre-commencement condition 4 – Construction Management Plan that states:

Prior to the commencement of development (excluding demolition), a Construction Management Plan outlining working practices during development shall be submitted to and approved in writing to the City Council as Local Planning Authority.

For the avoidance of doubt, the Construction Management Plan should include:

- Measures to control noise and vibrations
- Dust suppression measures
- Compound locations where relevant
- Location, removal and recycling of waste
- Detail of an emergency contact telephone number
- Parking of construction vehicles
- Bird Hazard Management (Aerodrome Safeguarding) and
- Sheeting over of construction vehicles.

The development shall only be carried out in accordance with the approved Construction Management Plan.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

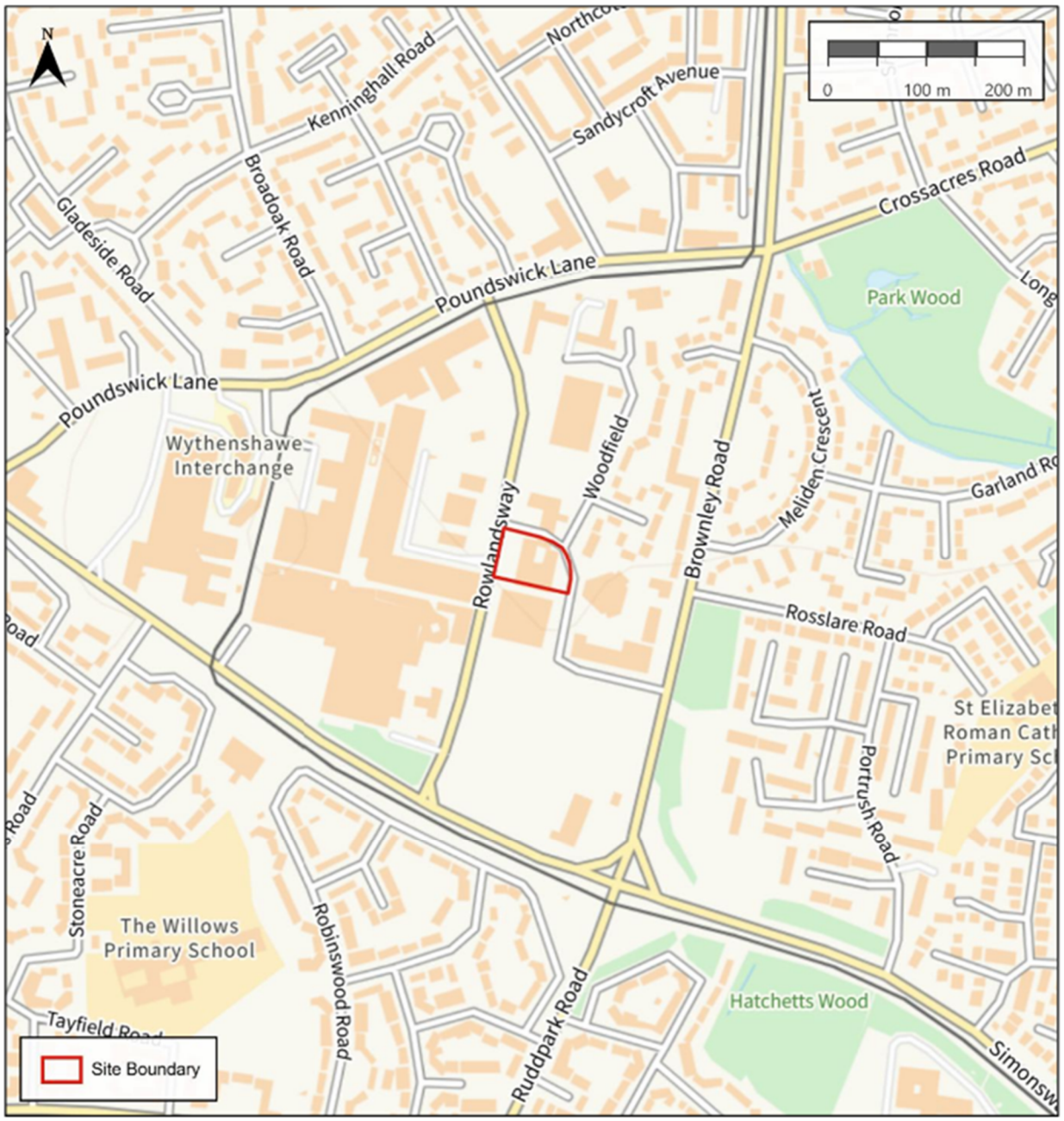
Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase, pursuant to Policies DM1 and DM2 in the Manchester Core Strategy.

3. Site Location, Scheme Overview & Description of Works

Site Address:

Wavell Road, Wythenshawe, Manchester, M22 5QZ

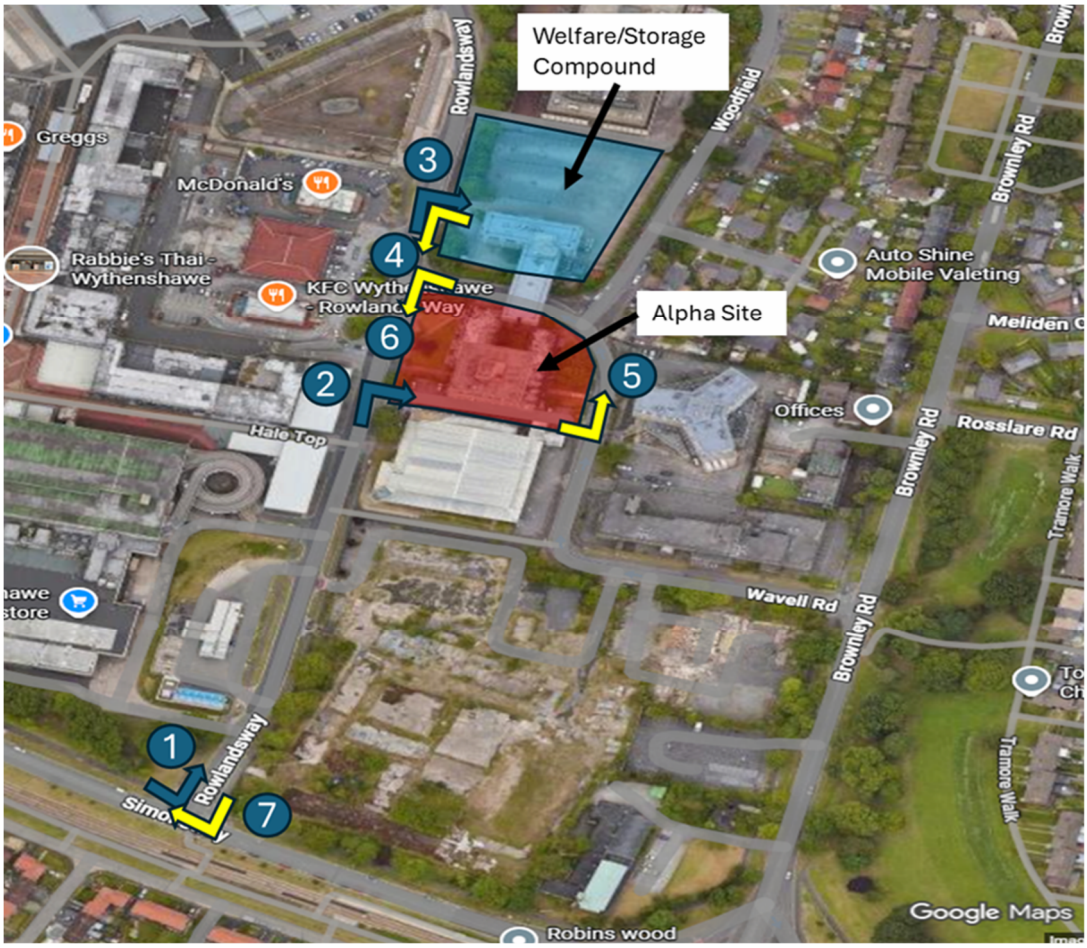
The project is located centrally within Wythenshawe Town Centre, located to the east of the Rowandsway. The site is bound by Wavell Road to the north and east, a commercial unit (old Bingo Hall) to the south, and Rowlandsway to the west. See site boundary in red next page.



Caddick will be the appointed Principal Contractor and have prepared this document in conjunction with our H&S consultants. Caddick will implement the measures within this Construction & Environmental Management Plan throughout the works.

Start Date: 21 September 2026

Duration: 110 Working weeks



Description of Works

The Alpha House development proposals consists of 125 units. This will consist of a mix of 1-bed and 2-bed apartments.

Construction activities include:

- Temporary works and welfare facilities
- Groundworks
- Drainage and services
- S278 works
- SRC concrete frame in situ stair and lift cores
- SFS & CP Board
- Brickwork and blockwork
- Curtain walling and windows
- Roof works
- Internal joinery
- Full MEP fit out inclusive of roof mounted PV
- Plaster boarding, linings and plaster
- Painting and decoration
- Hard and soft landscaping
- Fencing
- Clearing site upon completion

4. Site Contacts / Emergency Numbers

Prior to commencing on site, the primary site contacts will be listed and communicated to key stakeholders including the client Muse and MCC Highways team. The Caddick team responsible for the project (and their contact numbers) will be as follows:

Construction Director: Bill Metcalfe 07917 268 661

Project Manager: Paul Hughes 07429 460 571

We will also have noticeboards on the site hoardings in line with Considerate Constructors Scheme requirements that will also contain contact numbers for reporting any issues.

5. Compound Locations

Caddick Construction have agreed the use of the Old Centron House site as our temporary welfare and storage compound which will also create parking for Caddick staff and sub-contractors.

At the welfare compound, we will receive deliveries via **gate 1** for site and store materials in the compound, in the segregated area highlighted. Materials will be transferred from the welfare compound to the site ground floor car park as required via a telehandler or small 7.5t delivery wagon. Skips will be located in the welfare compound for waste segregation. Please see image below:



Caddick Construction have been liaising with Nicole Hernandez-Coulson (Manchester Highways) regarding temporary closure of the footpath (as marked in yellow on the next image) and taxi waiting area on Wavell Road. See below:

Alpha House

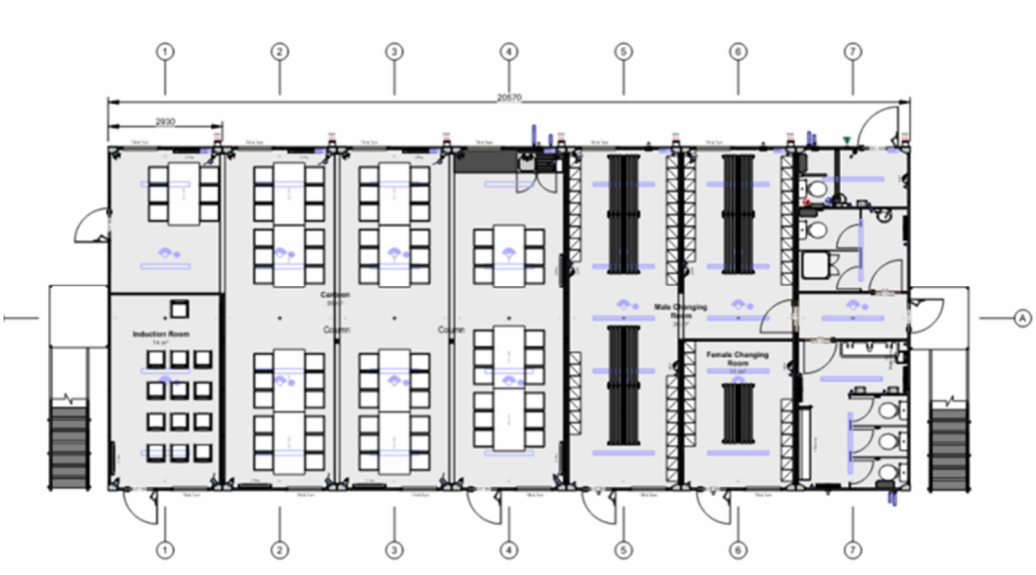
Potential Footpath Closure



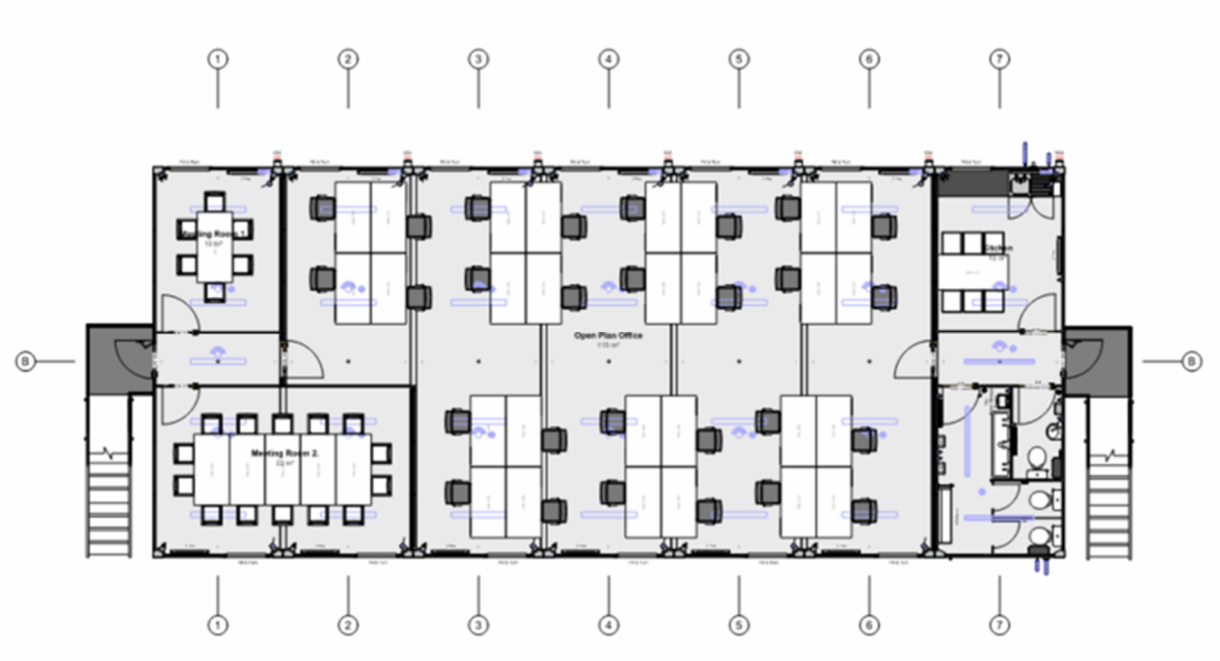
Caddick Construction Limited will provide adequate welfare facilities to comply with Schedule 2 of the CDM 2015 Regulations. Welfare facilities will be located on site at the welfare compound. Welfare facilities will consist of canteen units, a drying room, toilets/showers, meeting rooms and offices sufficient for not only Caddick Construction Limited direct employees, but also for those working on a contractor basis.

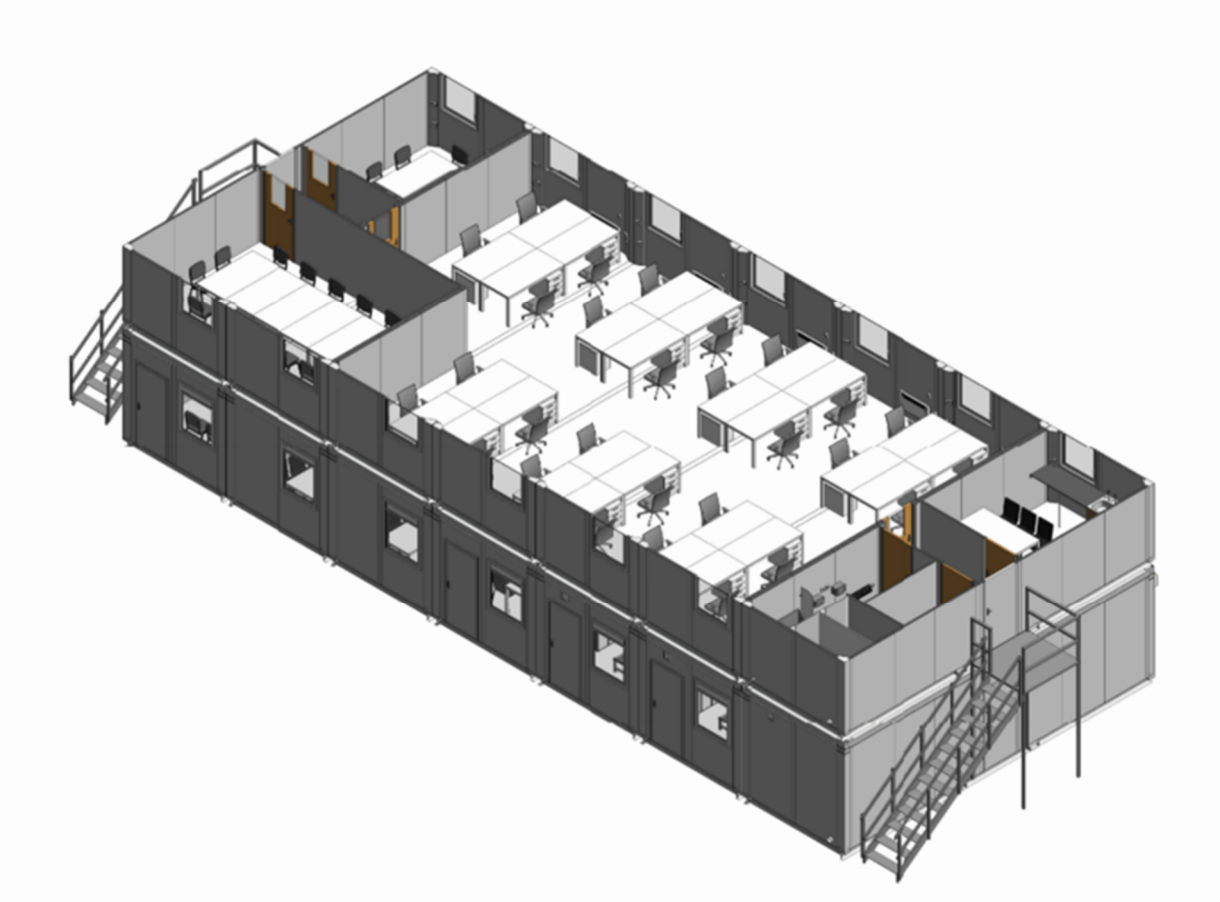
Welfare facilities will be in place prior to works commencing. For this project, there will be:

- Hot (or warm) running water;
- Drinking water;
- A rest space, enclosed, for employees and contractors;
- A drying room for drying wet work clothing;
- Means of heating and preparing food and hot drinks. To this end a microwave oven, kettle and refrigerated storage will be provided;
- A sufficient number of enclosed water closets;
- Trained first aiders;
- A fully stocked first aid kit;
- Appropriate firefighting equipment in the form of 9L extinguishers (H20, CO2 and foam) retained in the site office and placed around site in a suitable location.


20570
2930
Induction Room
Common
Male Changing Room
Female Changing Room




Open Plan Office
Meeting Room 2



6. Details regarding Waste Management (SWMP)

A site waste management plan (SWMP) will be developed and published prior to commencement on site for approval. The principles of waste hierarchy best practice (eliminate, reduce, re-use, recycle, recover, disposal) will be applied to the SWMP to ensure the optimum sustainability levels are maintained.

An early review of the site indicates that the primary wastes generated by the project will be plasterboard wastes (to be returned back to manufacture for recycling) and mixed waste (packaging, pallets and general construction waste) which is dealt with by being sent to a central plant for segregating and recycling to minimise waste to landfill.

During the construction of the concrete frame, liftable 8-yard skips will be provided to collect the waste which will then be segregated at the waste depot. Once the concrete frame is completed there is no space on site for site skips, so these will be located within the welfare compound, and waste will be transferred from the site in small tipping skips which can be moved around by the telehandler. A bin wagon will attend site regularly to empty the 4 wheeled bins which will move up and down the building via the site hoist during the fitout phase. They will be held within the ground floor car park once full until they are emptied.

The project Manager will appoint a responsible person, who will take full control and monitoring of the waste stream on site. Initially identifying the types and quantities of waste, suitable waste management options will be determined.

In line with our carbon reductions policy, all waste will be measured to ascertain actual quantities generated, and the final treatment of the same to allow comparison against targets and enables us to seek to improve.

7. Phasing and quantification of vehicular activity

Prior to starting the main construction works, Caddick will install the hoarding, install the piling mat and remove any obstruction. The main construction works will take in the region of 110 weeks to complete.

The quantification of delivery vehicles cannot be detailed precisely at this early stage and will vary in both volume and types of vehicles as the project moves through the key stages as follows:

- Installation of the footpath closures and site hoarding.
- Reduce level dig and installation of piling mat. Removal of excavated material via 6-wheel wagons.
- Installation of Continuous Flight Auger piles. Concrete deliveries
- Cropping piles and installing pile cap and ground beams. Wagons to remove the concrete waste.
- Installation of new underground drainage. Delivery wagons and muck away wagons to remove the arisings.
- Erection of the tower crane. Delivery wagons.

- Installation of the concrete frame – the majority of deliveries will be rebar, formwork and concrete deliveries.
- Installation of new services. Delivery wagons for equipment.
- Erection of scaffolding and site hoists. Delivery wagons.
- Installation of the external SFS/CP board/insulation and brickwork facades. Delivery wagons.
- Installation of the roof. Delivery wagons.
- Internal fit-out (masonry and plasterboard partitions, staircases, mechanical and electrical installation etc..) – the majority of vehicles will be split between articulated trucks for large elements such as plasterboard deliveries, and smaller vans / trucks for deliveries of lights / ventilation ductwork and the like.
- Installation of 2 number new internal lifts - delivered in 6-wheeled curtain side trucks.
- External works / public realm – during this final stage of construction deliveries will mainly be wagons delivering paviours and trucks delivering soil, external furniture and fencing.

8. Types and frequency of vehicular demands

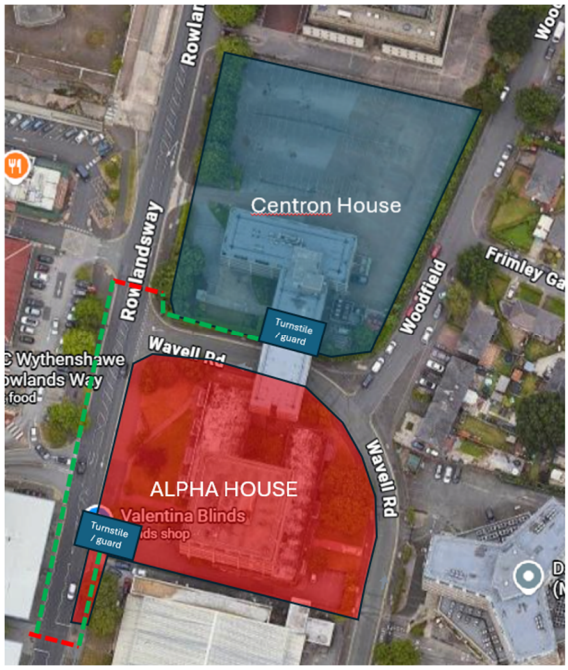
The types of vehicle movements are listed out above in terms of the various stages; the frequency of movements will vary throughout the project and from day to day. It is anticipated that on average there will be 16 to 18 vehicle movements each day.

9. Routing Strategy and Swept Path Analysis

During the piling, concrete frame and roof phases of the project, delivery vehicles will access the site via **gate 3** from Rowlandsway. Pedestrian access into the site will be via a turnstile adjacent to gate 3 from Rowlandsway, as per the logistic plan on the next page:

Pedestrian access route to Alpha House

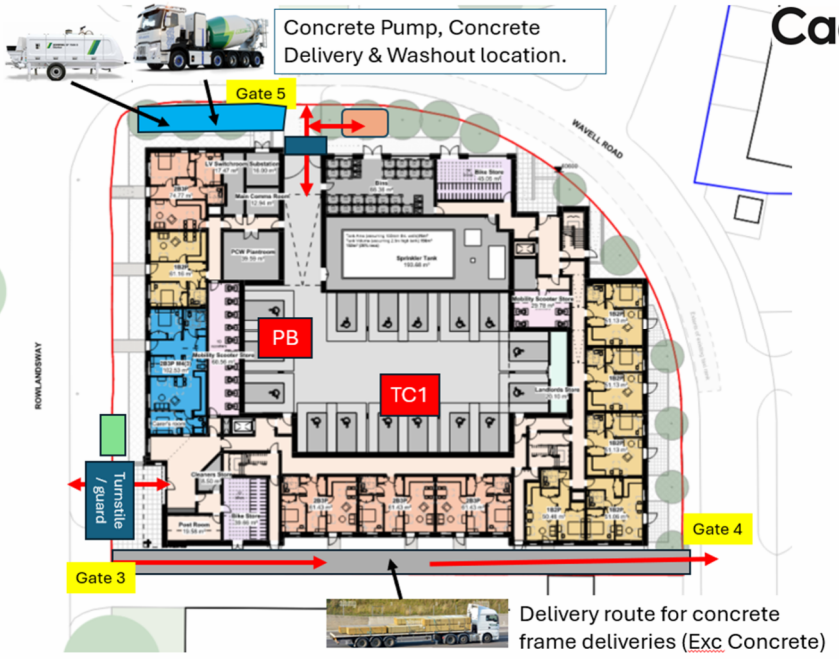
- Crossing Point
- Access Route
- Turnstile access



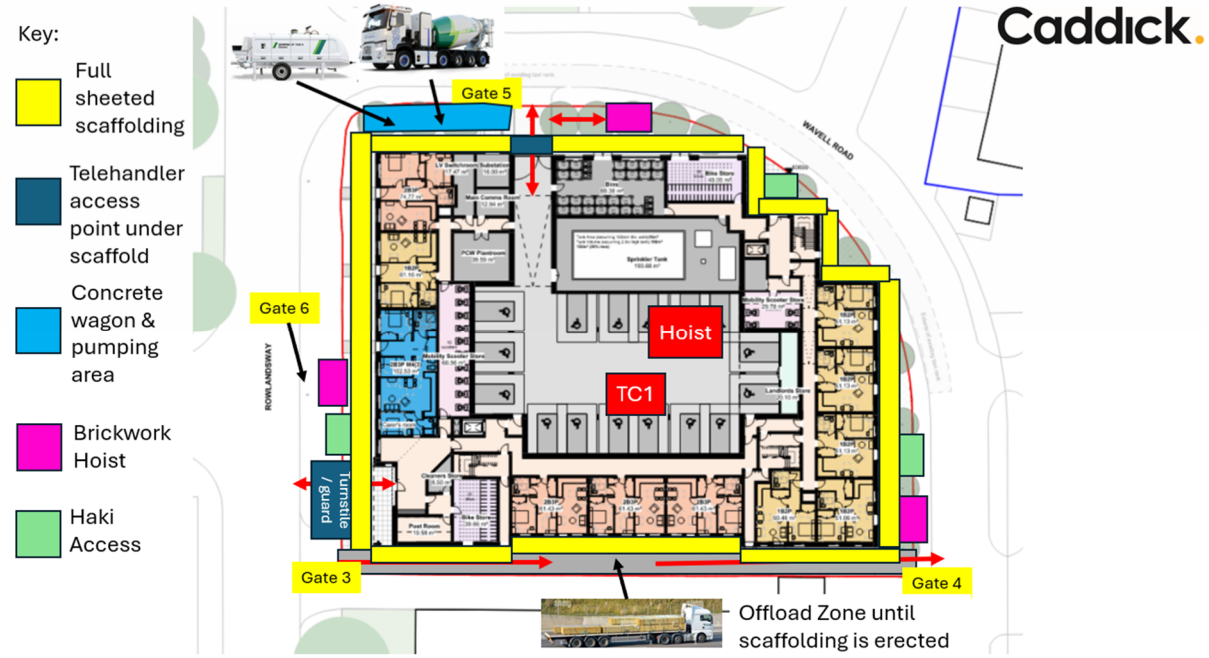
Concrete Frame Stage

Key:

- TC1 — Tower Crane
- PB — Placement Boom
- Concrete wagon & pumping area
- SKIP
- Haki Access



Main Construction Phase once scaffold is erected:



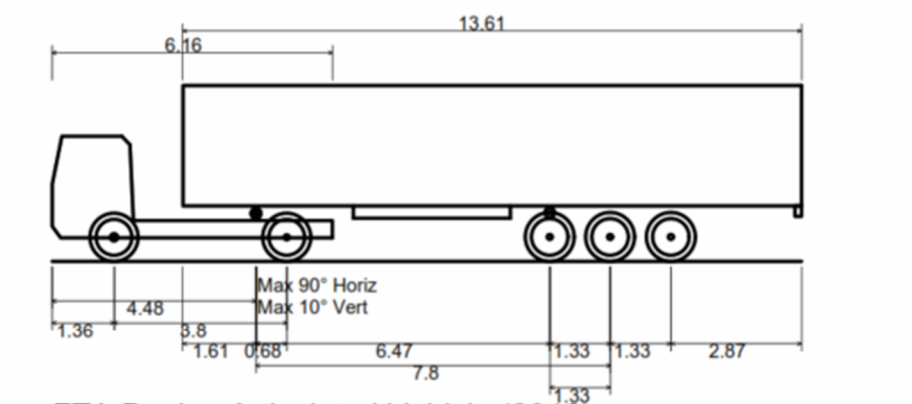
It is proposed to utilise a one-way system via the haul road for deliveries. Deliveries will access via **gate 3** and leave via **gate 4**. The haul road will allow for the delivery wagon being unloaded and the next one waiting to be unloaded. **Gate 5** will be utilised for access to ground floor car park by the site telehandler for access to the site hoist. Also access to the concrete pumping area and external loading tower / goods hoist. **Gate 6 will only be used for distributing materials to this elevation and the good hoist.**

Once the scaffolding is erected, the haul road will no longer be usable for delivery vehicles. All delivery vehicles will be delivered to the welfare compound and then transferred to the ground floor car park or goods hoists as requested. The site telehandler will be used to move materials on the public highway between the welfare compound and site. There will be a gateman employed on the welfare compound and another gateman on site to control delivery vehicles access and egress each area and movements between the two areas.

There will be no waiting allowed on the public highways outside the site, welfare compound or in the site entrances before site start time. These deliveries will be turned away from the vicinity of the site.

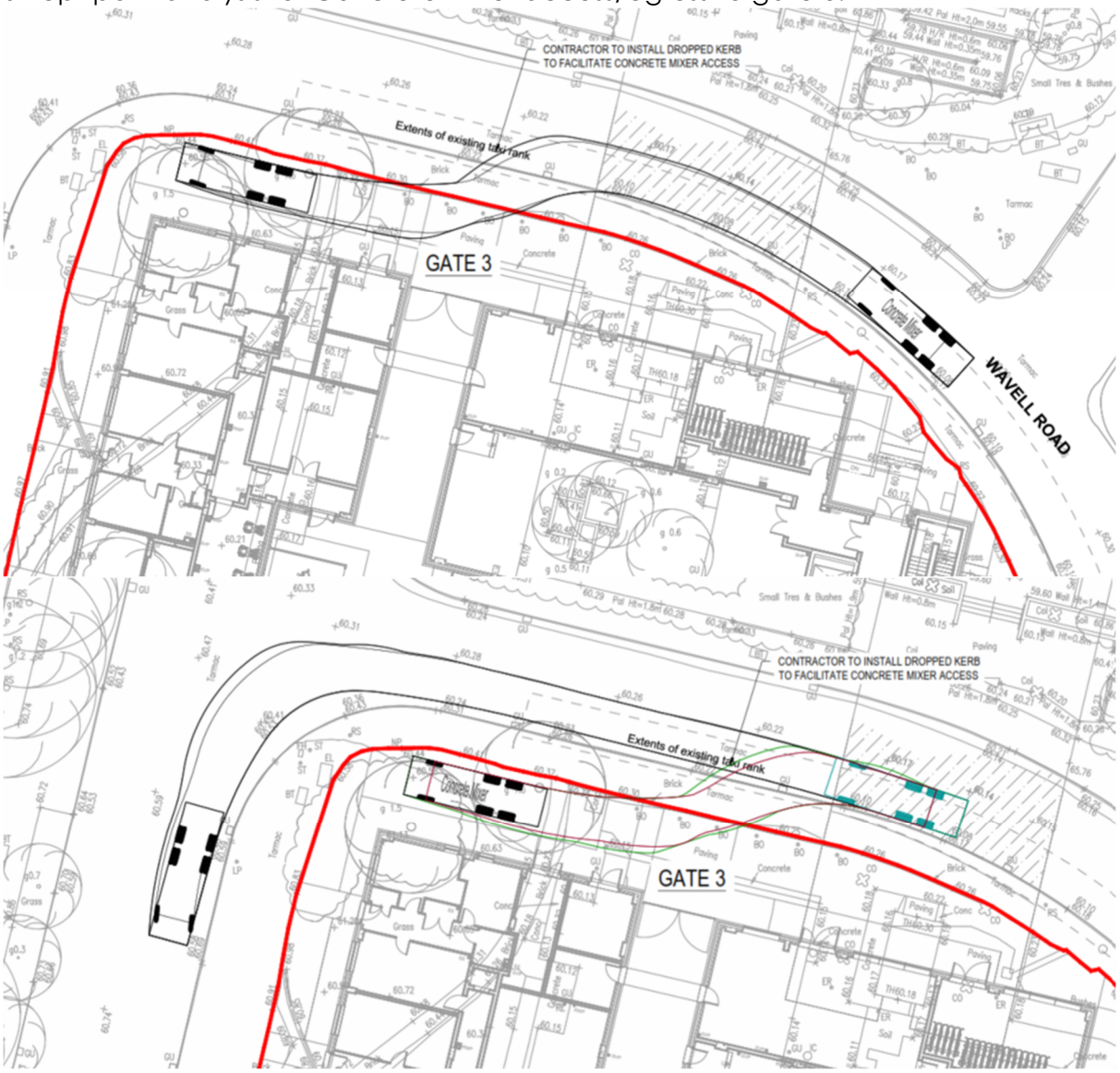
Swept path analysis for HGV access/egress to gates 1&2:

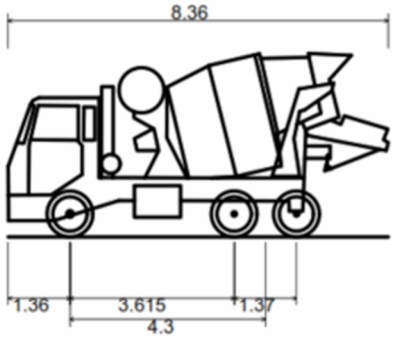




FTA Design Articulated Vehicle (2016)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

Swept path analysis for Concrete Mixer access/egress to gate 3:





Concrete Mixer	
Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.210m

10. Parking for Construction Vehicles and staff

The majority of parking for construction vehicles and staff will be located within the welfare compound as per the plan in section 5. If there is no space within these parking facilities, then they will park in the parking bays on the surrounding streets or within public car parks near to the site. There is no parking allowed on site due to the limited space available.

The Contractor shall be responsible for making arrangements to prevent nuisance to wider site users or in adjacent residential areas by spreading the parking if the contractor parking within the welfare compound is full.

11. Controlling Dirt / Dust Emissions

Dust levels will be regularly monitored, visually. For any materials being taken off site, covered vehicles will be employed to minimise dust liberation. When aggregates are delivered to site, these too will be delivered in covered tipper vehicles, and their tipping will be supervised by a banksman. The banksman will ensure that tipping is done in a controlled manner to avoid the creation of dust clouds.

No mechanical cutting of materials will be undertaken without suitable and sufficient measures in place for the control of dust. This will include dust suppression attachments in place and in use for wetting down at the cutting edge or the provision of at tool extraction.

In the case of adverse weather conditions (Hot / dry weather) a full wetting down operation will be undertaken utilising our gatemen with hoses and vehicles will be restricted to determined routes on site.

Emissions from plant/vehicles will be kept to a minimum by keeping plant properly maintained and regularly serviced, machines/plant in intermittent use will be shut down in intervening periods between work.



Image of covered tipper to mitigate dust liberations

12. Control over noise and vibration pollution

Noise

We understand that excessive levels of noise outside the construction site boundaries can constitute as statutory nuisance and lead to complaints. Generally, Caddick Construction Limited working hours on site will be 7.30 am to 6.00 pm Monday to Friday and 08.30 to 14.00 pm Saturday with no working on Sunday or Bank Holidays. However, it is noted that there will be a necessity to work outside these hours during certain activities for example, power-floating the concrete floor slabs. The Caddick site management will be aware of the proximity of nearby residents/properties and will liaise with the client, neighbouring residents/properties and Manchester City Council regarding the timing of noisy operations, so everyone affect by the operation is made aware of when and how long it is taking place.

Radios are banned throughout the site. Percussive plant will be avoided where alternative non-percussive plant is available for a given task. Noise assessments will be completed for all plant, machinery and tasks to help ensure employees, contractors, visitors and neighbours to the site are protected where necessary and with a minimum of disruption to the community. Noise monitoring will be undertaken at regular intervals at the site boundary adjacent to residential areas, which will be documented. Contractors will assess sources of noise likely to exceed occupational action levels prior to commencement of works on site.

Eliminate	Caddick Construction Limited will refrain from undertaking excessively noisy operations during normal working hours
Reduce	Mechanical construction will be adopted to reduce noise transmission
Isolate	Where practicable noisy plant e.g. generators will be enclosed and/or positioned furthest away from recipients of noise
Control	Ensure plant and equipment is well maintained and that noise reduction controls such as mufflers are fitted on noise-creating machinery and tools. Where required 'designated hearing protection zones' will be implemented.
PPE	Personal Protective Equipment suitable and sufficient for the task will be issued e.g. ear defenders.
Discipline	Suitable and sufficient training, instruction and supervision will be undertaken.

Where construction activities occur close to occupied properties or sensitive areas all practical measures will be taken by Caddick Construction Limited to minimise noise. Unless specified otherwise the recommendations in B.S. 5228:1984 *Code of Practice for Noise Control on Construction and Open Sites*, *Guide to Noise Control Legislation for Construction and Demolition including Road Construction and Maintenance*, will be adhered to for noise levels at the site boundary and occupied buildings within the

site. Caddick Construction Limited will at all times comply with *The Control of Noise at Work Regulations 2005*.

Noise assessments will be completed for all plant, machinery and tasks to help ensure employees, contractors, visitors and neighbours to the site are protected where necessary and with a minimum of disruption to the community.

Caddick Construction Limited will employ suitable measures to reduce and contain any noise at source. These measures will include well maintained plant and machinery, preventative maintenance on plant and equipment, the use of temporary baffles and sensible positioning of plant and equipment, and utilise technological advances e.g. suppressed/insulated equipment.

Only sound-reduced compressors will be used, with properly lined and sealed acoustic covers fitted in accordance with the manufacturer's instructions and kept closed whenever the machines are in use. All ancillary pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturer.

When plant/equipment exceeds the recommended noise levels Caddick Construction Limited will remove it from site and find an alternative; as a minimum PPE i.e. ear defenders, will be provided in accordance with operator's manuals and recommendations, not only to the operator but to all personnel who have to undertake tasks in the vicinity of the noise.

Machines in intermittent use will be shut down in periods between work periods or throttled down to a minimum. Pumps and mechanical static plant will be enclosed by acoustic sheds. Caddick Construction Limited will remove from the works any item of plant which in the opinion of the Site Manager is ineffectively silenced.

Hussh (Battery) pods will be used in tandem with site generators to reduce the use of the generators especially overnight to operate the CCTV, safety lighting, drying rooms and fridges. See image below of the Hussh pods. Caddick Construction will change over to temporary main power as soon as possible to reduce the generator use on site.



Caddick Construction Limited recognises that compliance with the above clauses and the related noise schedule does not relieve the PC of his general obligations under the Environmental Protection Act, 1990.

Piling works - we propose to install Continuous Flight Augered (CFA) piles for all the foundations. This method of piling is commonly used as a low noise and vibration method of piling which will cause minimal disruption to the surrounding area. Any piling works will align with the prescribed construction hours, and therefore will not take place in the early morning / evening / night – limited to weekdays only, to minimise any disruption. These works will be carried out by a specialist who will provide noise monitoring as required.

Vibration

The prolonged use of vibratory tools will be discouraged and managed to avoid exceeding the general recommendations. Maintenance of all driven plant will include checking suspension and the adequacy of the seats to reduce the effects of full body vibration.

Our strategy for reducing the hazard from Hand-Arm Vibration and Whole-Body Vibration will be in line with the *Control of Vibration at Work Regulations 2005*.

Where prolonged use of vibrating tools or where vibration exposure is likely to regularly exceed the action level for a particular tool/activity, the following actions will be considered and implemented:

- Trying to find a way of completing the task without using high vibration tools i.e. using a remotely controlled vibrating roller;

- Looking for mechanical methods for completing the task i.e. using a vibrating wacker plate attached to a mini-digger;
- Correct tool selection for the task;
- Selection of competent operatives to undertake the task;
- Ensuring new tools or hire tools are fitted with vibration controls built-in;
- Reducing the exposure period for the operative through job rotation;
- Ensure operatives stay dry and warm to maintain blood circulation e.g. correct PPE;
- Training and awareness.

The prolonged use of vibratory tools will be discouraged and managed to avoid exceeding the general recommendations. Maintenance of all driven plant will include checking suspension and the adequacy of the seats to reduce the effects of full body vibration.

Caddick Construction Limited will adhere to the recommendations in *BS 5228-2: Noise and Vibration Control on Construction and Open Sites (Part 2)*. Caddick Construction Limited will assess and monitor the effects of vibration to neighbouring structures and buildings.

When tools are used that present a HAVs risk, the vibration frequency will be obtained from the supplier, and this will be applied to HSE web based HAVs calculator in order to determine the Exposure Action Value. Operatives will be monitored to ensure that this is not exceeded.

13. Storage, Loading and Unloading of Plant & Material

All construction traffic will utilise the public highway infrastructure in place and use the recommended route to site. All site personnel, visitors and delivery companies will be advised to use this route.

There will be a requirement for deliveries and materials to be stored within the site area during the piling, concrete frame and roof phases of the project.

During the piling phase of the project, delivery vehicles will enter the site via Gate 3 and exit via Gate 4. Materials required for the piling operations will be delivered directly to site and stored within the site boundary prior to installation. Due to the nature of the piling works, materials will generally be installed into the ground shortly after delivery and therefore prolonged storage or stockpiling will not be required. Sufficient space will be maintained within the site boundary to accommodate the piling operations, associated plant and temporary material storage.

During the concrete frame phase, delivery vehicles will enter via Gate 3 and materials will be unloaded using the tower crane. Wherever practicable, materials will be lifted directly to the relevant working area for installation. Materials awaiting installation may be temporarily stored on designated working platforms, completed floor slabs or within the internal courtyard, subject to the requirements of the

construction sequence and lifting plan. These areas will be managed to ensure that access routes, lifting zones and emergency routes remain clear.

Waste skips generated during the concrete frame works will be managed in a similar manner. Liftable skips will be positioned at suitable locations within the working area and relocated by tower crane as required. Full skips will be transferred to the designated collection area and removed from site via Gate 3 or Gate 5, as appropriate to the construction phase and site logistics arrangements.

During the roof construction phase, deliveries will again enter via Gate 3 and materials will be unloaded by tower crane. Materials will be lifted directly to the roof working area and temporarily stored in designated locations ready for installation. Storage locations will be managed in accordance with the roof construction sequence, lifting plan and temporary loading limitations. Delivery vehicles will exit the site via the agreed construction traffic route. During the façade, fitout and external phases on the project, all deliveries will be sent to the welfare compound for offloading and storage. The site telehandler and a small 7.5t delivery wagon will be used to transport the materials to the ground floor car park as required to minimise disruption to neighbouring road networks. There will also be the need for the removal of waste from the site area, this will be managed by utilising a bin wagon collection on a regular basis and transferring waste using tipping skips which can be moved by the site telehandler to the welfare compound skips. We shall schedule deliveries to the site / welfare compound, and waste removals from site when both vehicle and pedestrian activity is at a minimum.

During all periods that deliveries and materials are being moved in and out of the site storage areas and welfare compound, site work operations may be affected, with this in mind we shall appoint two gatemen/banksmen, one for site and another for the welfare compound to control site traffic / movement on the haul road until it is unusable, between the site and welfare compound, in and out of the ground floor car park and pedestrians through the turnstile. There will be a turnstile on site and within the welfare compound. Whenever site operatives are in close proximity to any delivery activities the operation will stop until they have safely passed. During unloading/loading activities to the site area all vehicle audibles and visual devises will be used i.e. reversing alarm and flashing beacon; and high visibility clothing worn at all times.

No loads will be held or transferred over a non-designated zone. All deliveries will be managed and offloaded in such a manner that the need for operatives or drivers to access the vehicle on top of the load will be removed.

To reduce the hazards caused by air borne dust, all waste skips will be sheeted when leaving the site. Where reversing operations are required, vehicles will be restricted from such operation unless managed by a banksman.

Caddick Construction Limited will comply with Regulation 27 (Traffic Routes) and Regulation 28 (Vehicles) of CDM 2015, by providing a traffic management plan which will be included in briefing sessions.

The objectives of the plan will be:

- The safe and efficient working environment for all staff, visitors and contractors when on the site;
- To ensure visiting traffic and deliveries arriving and leaving the site can operate within definitive areas;
- To ensure that any contractors on site can operate their workforce, plant and equipment in a safe manageable environment;

The plan will detail for the site and compound and storage area:

- Speed restrictions;
- Traffic flow directions;
- Road crossing points;
- Turning circles;
- Wheel wash locations (if deemed necessary);
- Ingress and egress points (both vehicular and pedestrian);
- Fencing type and positioning thereof;
- Emergency evacuation assembly points;
- Site office;
- Welfare provision;
- COSHH and lockable storage;
- Material storage areas if applicable;
- Visitor car parking as per logistics plan;
- Staff and contractor car parking;
- Footprint boundaries; and
- Walkways.

14. Lifting Operations

Lifting operations will be required on site, such as use of a tele-handler to reduce any manual handling operations and also the use of a tower crane to remove materials and lift into place. All such lifting operations will be undertaken with full compliance with both the Provision and Use of Work Equipment Regulations (PUWER), 1998 and the Lifting Operations and Loading Equipment Regulations (LOLER), 1998.

As per LOLER, all lifting equipment used will:

- Be strong, stable and suitable for its intended use in addition to the loads lifted;
- Be positioned or installed to prevent the risk of injury from both falling equipment and loads;
- Be visibly marked with appropriate information;
- Have been inspected and thoroughly examined with dated certification;
    - Lifting equipment for lifting persons – every 6 months;
    - Other lifting equipment – every 12 months;

    - Lifting accessories – every 6 months.
- Will have pre-use checks carried out by the operator.

And, that lifting operations will:

- Be planned and supervised and carried out by competent persons.
- Crane lift - this will be in the scope of works, all RAMS and personnel provided by the contractor
- Caddick will have a telehandler on site as and when required.
- Lifting operations 'No Go Zones' will be installed as when required. They will be formed to segregate lifting operations from other works and will have physical barriers to prevent unauthorised access.

All tower crane lifts will be performed by our concrete frame sub-contractor crane supervisor and slingers, a copy of the contractor's risk assessment and method statements for work being carried out, including a lifting plan and 'No Go' Lifting Zones will be approved by the Caddick Construction Limited site management team, prior to any work commencing.

The contractor will appoint a nominated person and a lift supervisor who will take responsibility for the health and safety of the lifting operations, ensuring the lifting plan is adhered to and that competent banksman are employed to control the lifting zone. The lifting plan will ensure that the ground has sufficient load bearing for the crane and the proposed load, taking into account buried services, voids and areas of back fill.

15. Methodology of Piling Operations

1. All operatives will have attended the site safety induction and will have been briefed as to the nature of the works. The contracts team will monitor the progress of the works and will review the risk assessment and method statement to ensure best practice is maintained.
2. All deliveries will access and egress the site as detailed in item 9. Vehicles will manoeuvre in a safe manner, observing any site speed limits.
3. Before allowing the piling rigs to enter site, ensure there are no overhead cables or obstructions which could be damaged by rig movements.
4. Ensure that the site has been suitably prepared and is level, any services have been clearly identified, protected and diverted as necessary and a permit to dig has been obtained. It is to be ensured that the site has been suitably cordoned off.
5. Ensure that no other personnel are in close proximity of the piling works.
6. Ensure that the piling drawing is the latest issue, including any revisions, and that the site is set out, with the pile positions clearly marked.
7. Take delivery of concrete and decant into holding drum
8. Position the piling rig over the first pile position.
9. Check that the mast of the rig is vertical and adjust as necessary.
10. Commence boring, and if soils information is limited, obtain soil samples for penetrometer testing to confirm pile design, as instructed by management, and ensuring stability of rig throughout boring.
11. Bore to the required depth, as indicated by the employers' requirements, adding augers as necessary. Record final depth on Pile Record Sheet.
12. Start concrete pump and begin to discharge concrete into hopper, ensuring that only authorised personnel are within the work area.
13. Send concrete down the auger to knock out auger shoe/bung.
14. Commence pumping concrete whilst raising the auger, maintaining a steady pressure, stopping the pump to remove augers as necessary.
15. Repeat this process until the concrete has reached the top of the pile.
16. Move rig away from the finished pile, ensuring stability of the rig whilst tracking, and using a banksman as appropriate.
17. Carefully place reinforcing cage into pile, ensuring correct projection and cover is provided.
18. Set up over the next pile position and repeat from 9.
19. When piling is complete, remove all plant and equipment from site, taking into account the points as listed in 4.

16. Details of Wheel Washing

Throughout all of the stages of this project, the nature of the work is likely to create mud and debris that if not managed and controlled will permeate out onto the highway creating significant inconvenience and hazards for road users and pedestrians alike. There will therefore be a system to ensure that the wheels of all vehicles are washed and cleared of mud and debris that would be otherwise carried out onto the public highway; this will be located prior to the exit gate of the

site and welfare compound where the gatemen will have the responsibility of checking each and every vehicle before departing site. Beyond this the site management team will regularly review the highway outside the site as it is recognised that even the best wheel washing practices may from time to time still allow some mud to permeate onto the road – should this be the case, road sweeping facilities will be deployed to remove such contaminants.

17. Commentary / consideration of ongoing construction works in the locality

At the time compiling this plan, and reviewing the timeframe of the project, there are a number of large-scale construction projects in the immediate area. Caddick Construction will make sure close coordination with other major projects is established. It will be prudent to monitor this situation at all times and maintain close contact with key stakeholders at all times and on a regular basis; in particular MCC Highways will be regularly consulted to ensure excessive disruption to the local road network is eliminated and managed effectively at all times, especially around peak times such as the Christmas period. The external Section 278 works will be planned to coincide with periods that are best suited to the Highways Team.

18. The erection and maintenance of security hoardings

The logistic plan within section 5 & 9 of this document illustrates the hoarding and gates strategy plan which will be constant throughout the entire project.

All gated accesses (except fire exits) will have inward opening gates to ensure they do not impact on the adopted footway or highway.

The hoarding line will be equipped with CCTV cameras to ensure observation of the perimeter 24 hours a day, 7 days per week; the cameras will be monitored remotely with emergency response system in place along with emergency contact number for key personnel.

A gatehouse and biometric entrance turnstile will be located on site and in the welfare compound as shown on the logistic plan within section 5 & 9 of this document. Two dedicated gateman will ensure the efficient and safe movement of vehicles both entering and leaving the site/welfare compound, as well as marshalling / managing any unexpected deliveries to prevent issues on the highway. The workforce, staff and visitors will be required to enter and leave site / welfare compound via the turnstile only – this will allow control of persons on site and prevent members of the public from gaining unauthorised access.

An additional benefit of a considered hoarding strategy is the prevention / mitigation of noise and dust nuisance.

With respect to Air Quality generally it will be a site rule that there shall be no burning of ANY materials on site and Caddick Construction will ensure that this rule is implemented and complied with.

19. Details of access into the premises

Pedestrian access / egress onto site for the workforce and visitors will be via a biometrically controlled turnstile located within the hoarding line adjacent to gate 1 and on the South boundary of the welfare compound (please see plans in item 5 & 9). All personnel entering site will be required to be inducted, and following this will be set up with the access control system using a biometric reader (fingerprint / facial recognition) thus controlling persons able to enter site and the welfare compound. Outside of this control, any ad hoc / one off visitors will require supervised access only. Once inside the site perimeter, pedestrian walkways will be defined by use of barriers and gateways to ensure the safe segregation of pedestrians from site traffic and plant moving.

20. Dilapidation Survey

In line with best practice a full dilapidation survey will be carried out to ascertain the existing condition of the footpaths and public highway surrounding the site.

The survey will comprise of a photographic survey recorded on Fieldview to convey general condition and where defects are clearly evident then close up photographs will record such matters, along with a written description of the defective elements.

Ideally the inspection will be jointly carried out by Caddick Site Manager and Highways Team. The completed dilapidation survey will be circulated to the client and all interested parties within 2 weeks for good record.

21. Noise and vibration from the proposed development works.

Caddick appreciate that noise from construction works can be intrusive or disruptive and for this reason, our activities / deliveries will only be undertaken during timescales that appeases all parties. Noise levels will be measured/monitored regularly by the use of a noise meter at boundary points and recorded within the site diary.
Mitigation measures will include the following:

- Noisy operations will be eliminated where practicable and use of alternative measures where possible.
- Site plant for the purpose of the works will be fitted with effective exhaust silencers.
- Machines/plant in intermittent use will be shut down in intervening periods between work.
- Plant and vehicles will be started up sequentially rather than all together.
- Plant will be well maintained and serviced regularly.
- Wherever practicable tools of low noise emission will be used.

22. Communication Strategy with residents which shall include details of there will be engagement, consultation and notifying of residents.

Caddick construction understands the impact of its operations upon the local community and in particular the immediate neighbours of the project. Caddick Construction are in Partnership with the Considerate Constructors Scheme, a condition of which is that all our sites are registered accordingly with this scheme which sets and monitors the site against industry standards and helps to integrate the site with its surroundings and adjoining neighbours, as well as focusing on site appearance /safety / welfare / environmental and community issues.

Prior to commencement on site stakeholder mapping will be carried out to identify each and every person, business and other parties that maybe affected by the carrying out of the construction work. The addresses of all parties will be obtained to allow communication channels to be opened.

Initial contact to others will be made some 4 weeks prior to the main works commencing with the first of regular newsletters being posted. The newsletters typically will include details of the construction team including contact details, an outline of the upcoming activities, and in particular communication on any activities that is likely to cause a nuisance such as noisy activities. We will explain what mitigation measures and considerations has been taken to minimise any issue, the likely timescale and contact details in things are difficult to cope with. Usually, it is found clear honest communication to give a clear understanding of the processes required is sufficient to build trust and understanding.

Additionally, notice boards located on the site hoarding as part of our Considerate Constructor commitments allows access for feedback to enable us to respond to issues – this could be from the general public, passers-by or local businesses outside of the immediate vicinity.

23. Bird Hazard Management (Aerodrome Safeguarding)

Alpha House development is located on Wavell Road, Wythenshawe, Manchester, M22 5QZ which is approximately 1.5 miles from Manchester Airport.

Geography of the site is:

Latitude	**53.3794**	Longitude	**-2.259610**
Easting	**382828**	Northing	**386978**

Grid Reference **SJ828869**

The existing building has been demolished, the existing trees will be removed prior to us starting on site and the remaining grassland habitats on site which is minimal is unlikely to attract significant numbers of foraging birds associated with bird strikes such as corvids, starling, gulls or waders.

The construction works of the new building development on site is not anticipated to increase strike hazards due to the level of disturbance these works will create. Please

also see bird hazard management plan (BHMP) submitted for discharging planning condition 24.

Bird Strike Hazard Mitigation Measures

To avoid an accumulation of breeding gulls on the flat roofs and under the PV array panels, we will install guards around the PV array panels to prevent access and implement a monitoring / deterrent schedule during the construction period.

Gaps in the façade during the construction will be monitored and sealed up if required to prevent birds from enter and nesting within the new building. We will undertake regular patrols to check for any signs of birds with the new building. A check will be undertaken prior to boarding area of the structure to ensure that no birds become trapped within the inside of the building.

Food waste arising from mealtimes will be double bagged and placed within lockable bins to prevent the bags being accessed by scavenging birds and mammals. Skips will be covered to prevent access by scavenging birds.

During the construction of the new building a nominated staff member who is based on site will highlight if any large flocks of birds have been noted on any part of the site. The nominated person shall record the date and times of the inspection, the name of the person carrying out the inspection, the numbers of individuals, species and activity seen (if any) and the log will be recorded on our fieldview system and should be made available to MAG to view upon request.

The nominated person will also check drainage systems on a weekly basis to ensure that they are functioning correctly and free of debris, the frequency will be increased following periods of heavy rainfall. This will limit the potential for a build-up of rainwater on site and reduce the likelihood of wildfowl / wader flocks forming. No pools of water or ponds will be created either intentionally or unintentionally during the construction works. If pools of water should form on the site following heavy rains or flooding, water will be pumped from the site.

No attempt will be made by site personnel to scare large numbers of birds off the site this could lead to birds flying into the path of an aircraft.

The briefing of the required control measures will be included within the site induction and any individual failing to comply with the measures outlined within this document and the BHMP will result in them being removed from site.

It is unlikely that large numbers of birds will be active during the construction period due to the site works and the extent of the habitats that will be present during the works however regular management and checks will be undertaken as outlined above in order to reduce the risk of birds using the site.

It is advised that checks for birds are undertaken both within and outside of the breeding bird season and that logs are kept of all checks.

24. Management Systems

As Caddick Construction Limited are an ISO 14001, ISO 9001 and OHSAS 18001 Accredited Contractor, all operations on site will be undertaken in accordance with our integrated systems and procedures.

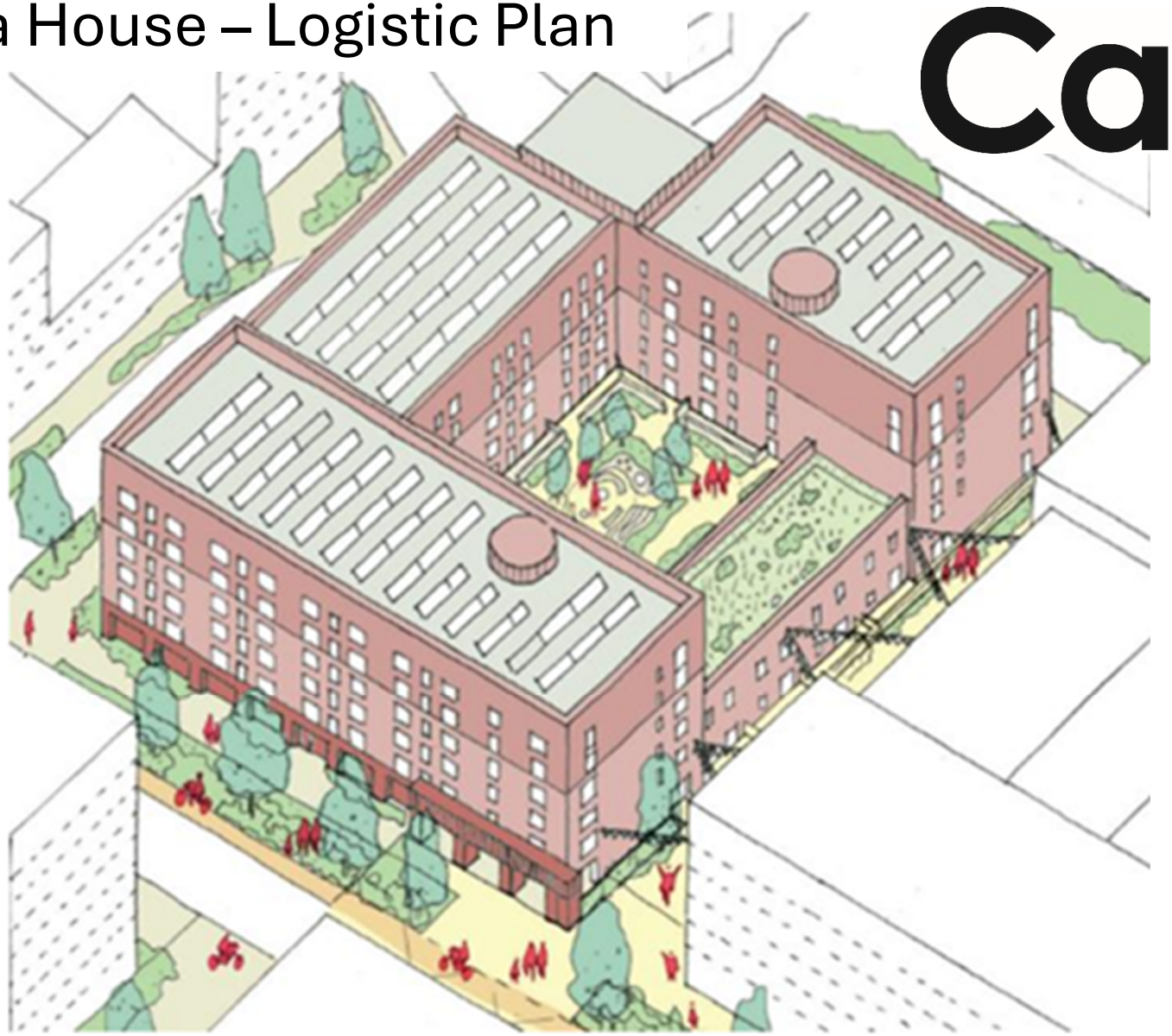
25. Conclusion

The above strategies, processes and controls will be implemented throughout the whole period of construction works and will be regularly reviewed and maintained, and if and where necessary amended to ensure safeguarding of the amenities of nearby residents, neighbours and businesses, and maintains the highest possible level of highway safety for the benefit of road and footpath users.

Appendix 1 - Logistics Plan

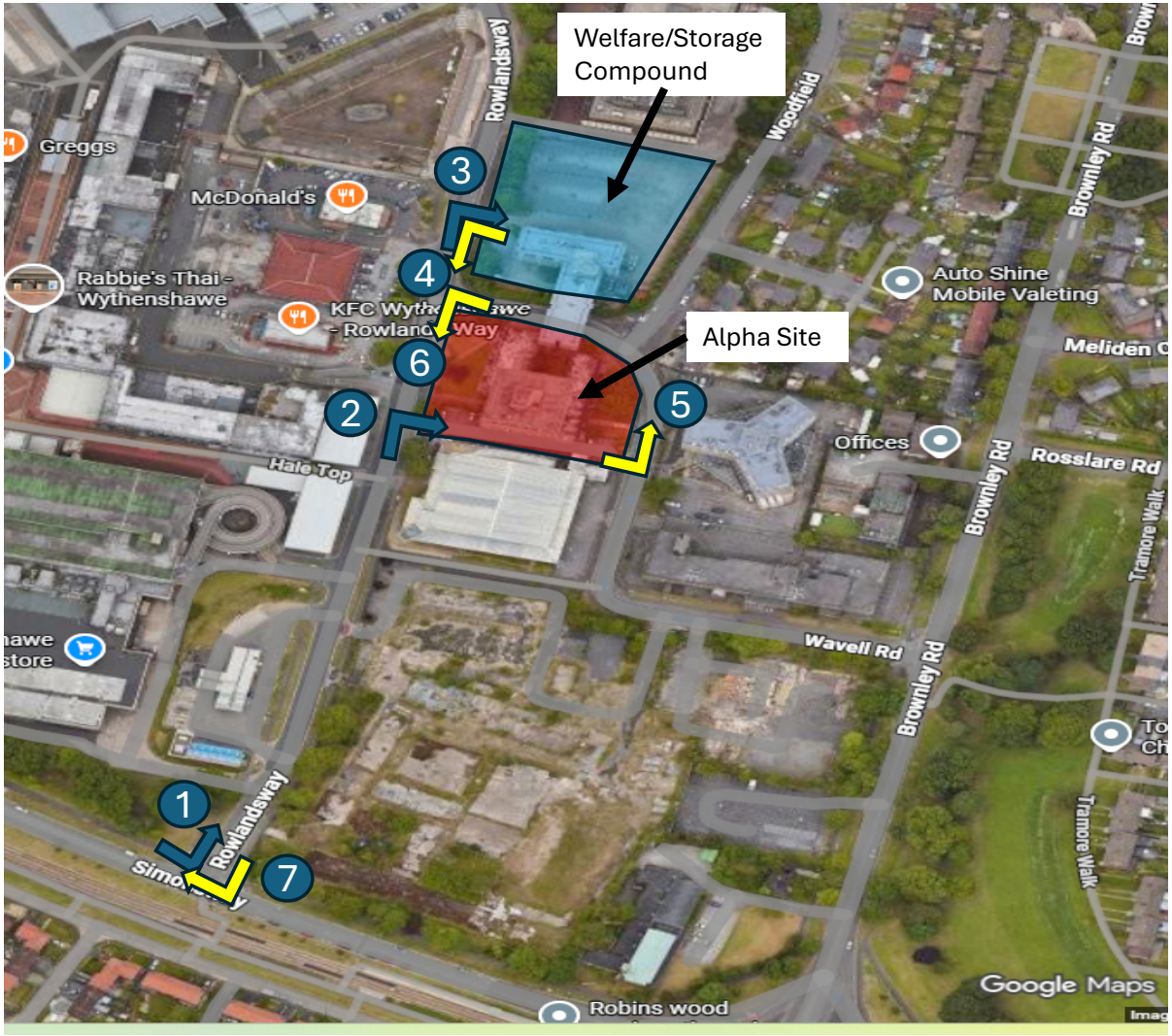
Alpha House – Logistic Plan

Caddick.



Last Updated 14th
September 2026

Directions into site from the M56



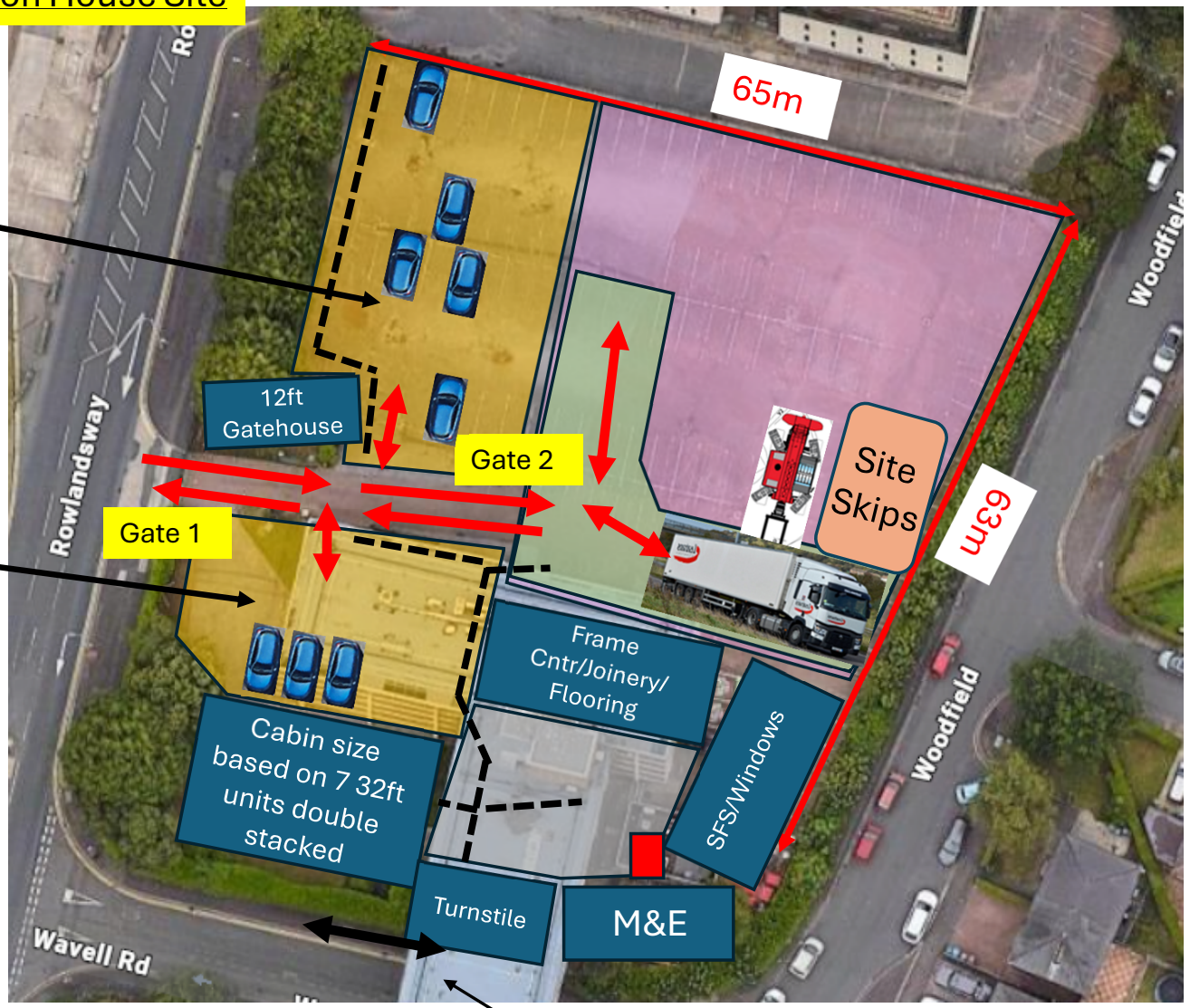
Directions into site if approaching from M56 (junction 4) via Simonsway to office compound & Alpha Site

1. Turn left in to Rowlandsway (5th left turn).
2. Turn right into the site at gate 1.
3. Turn right into the site compound / site welfare.
4. Once unloaded you will be directed to turn left on to Rowlandsway.
5. Once unloaded on site you will be directed to turn left through gate 2 on to Wavell Road.
6. At the T junction turn left onto Rowlandsway.
7. Follow Rowlandsway to the T junction and turn right back onto Simonsway
8. Follow Simonsway to the M56 Junction 4.

Please always respect residents and speed limits
All drivers must report to the gateman on arrival
No unloading can take place without prior approval
PPE must be always worn as per the site rules by all operatives working or unloading on the project.
Caddick expect all contractors and delivery drivers to work in accordance with our Minimum Standards Document

On the Old Centron House Site

Caddick.



Subcontractor parking

Caddick and visitor parking

Access to & from site

Key:

- Site Parking
- Storage Area
- Offloading / turning area
- Outside Dining Area / Pedestrians only
- Welfare walkways
- Temp Power

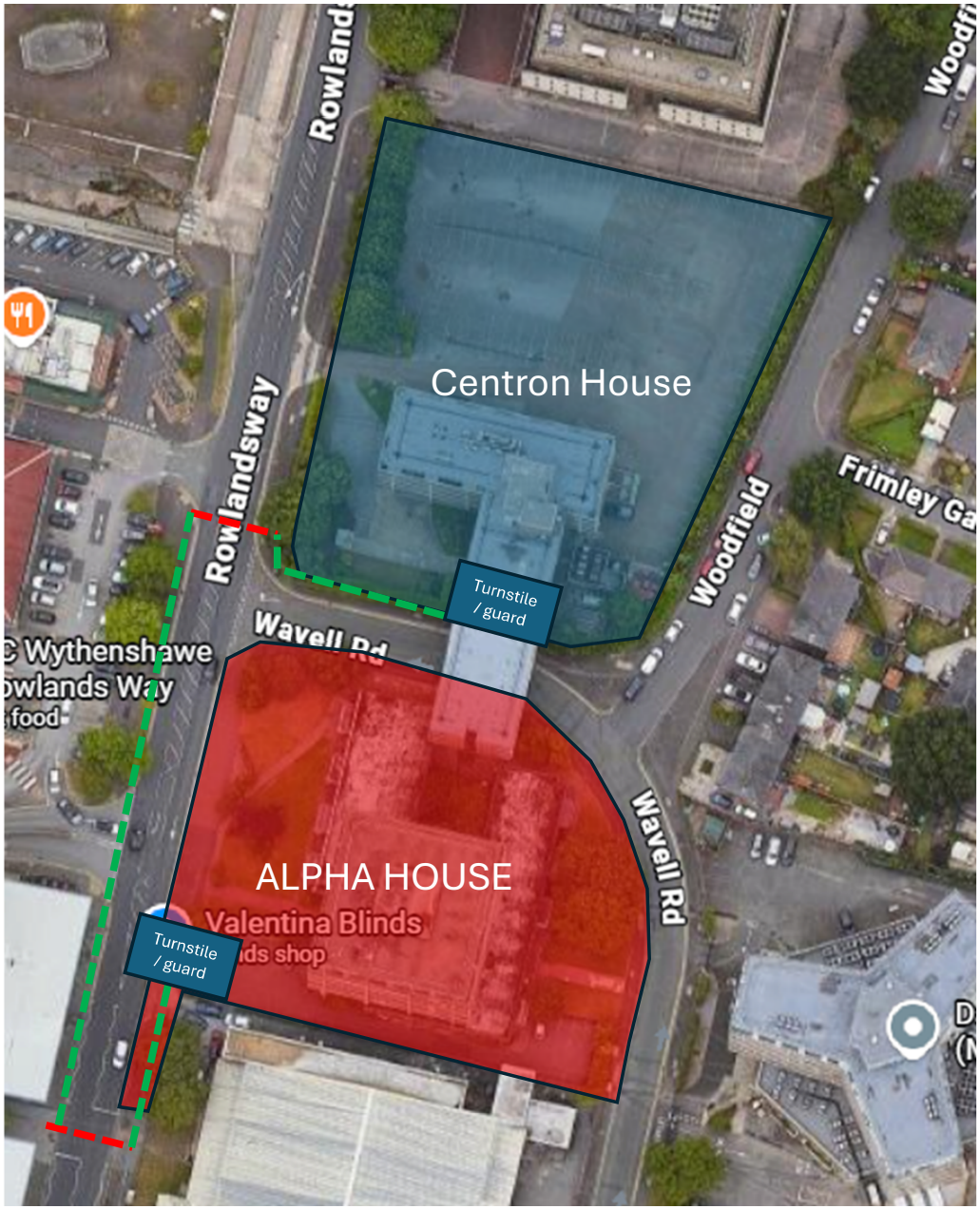
Pedestrian access route to Alpha House

Crossing Point

Access Route

Turnstile / guard

Turnstile access

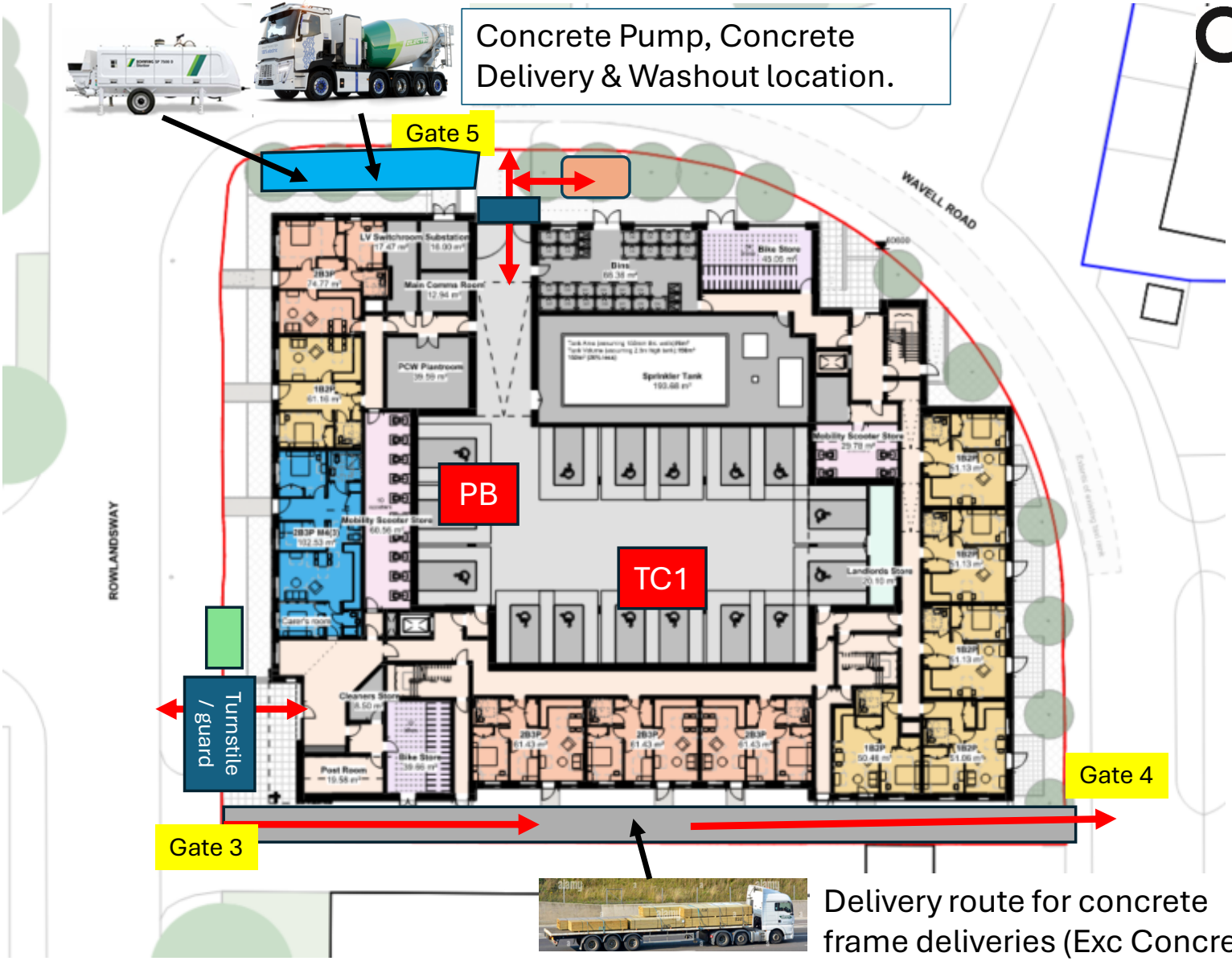


Caddick.

Concrete Frame Stage

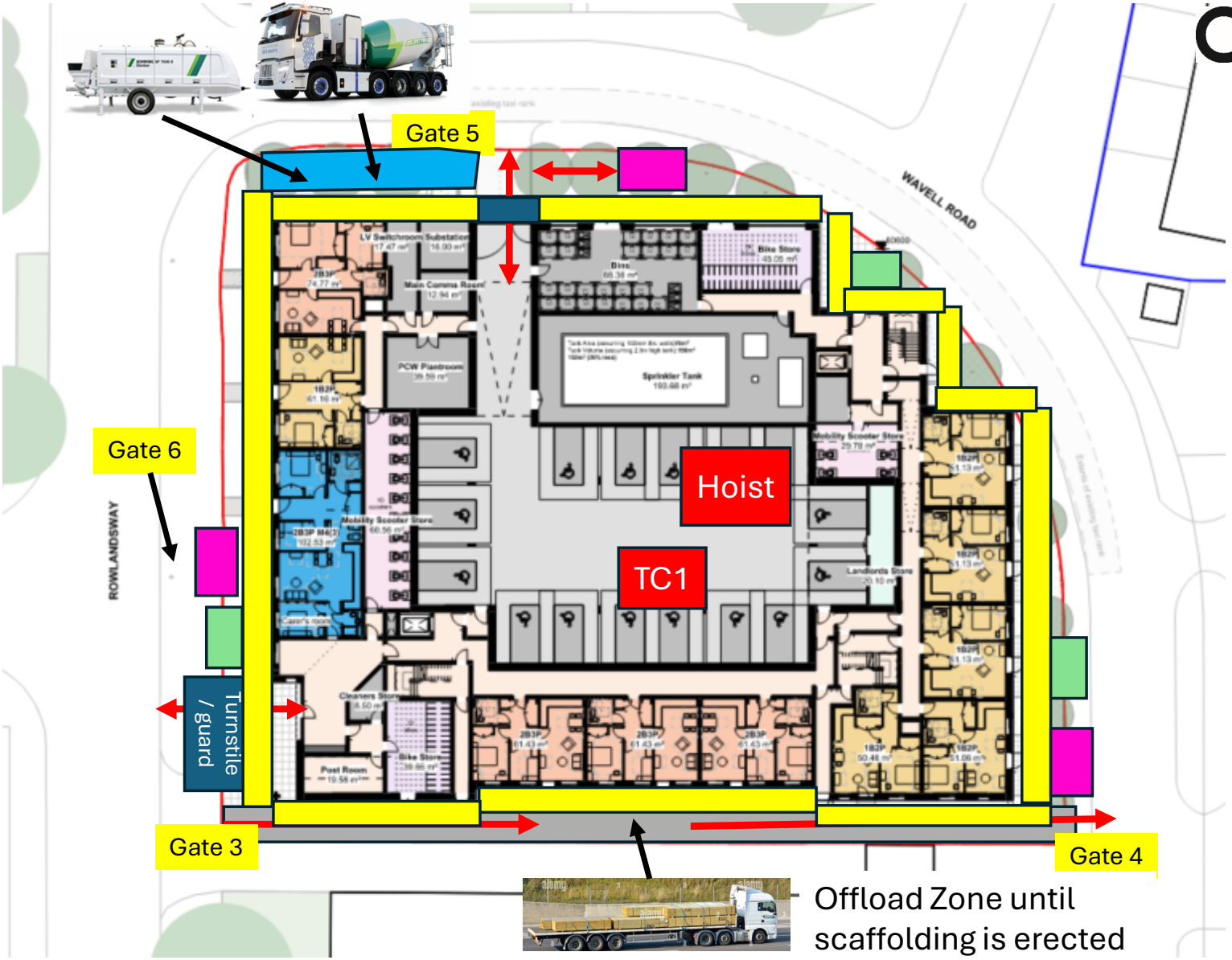
Key:

- TC1 — Tower Crane
- PB — Placement Boom
- Concrete wagon & pumping area
- SKIP
- Haki Access



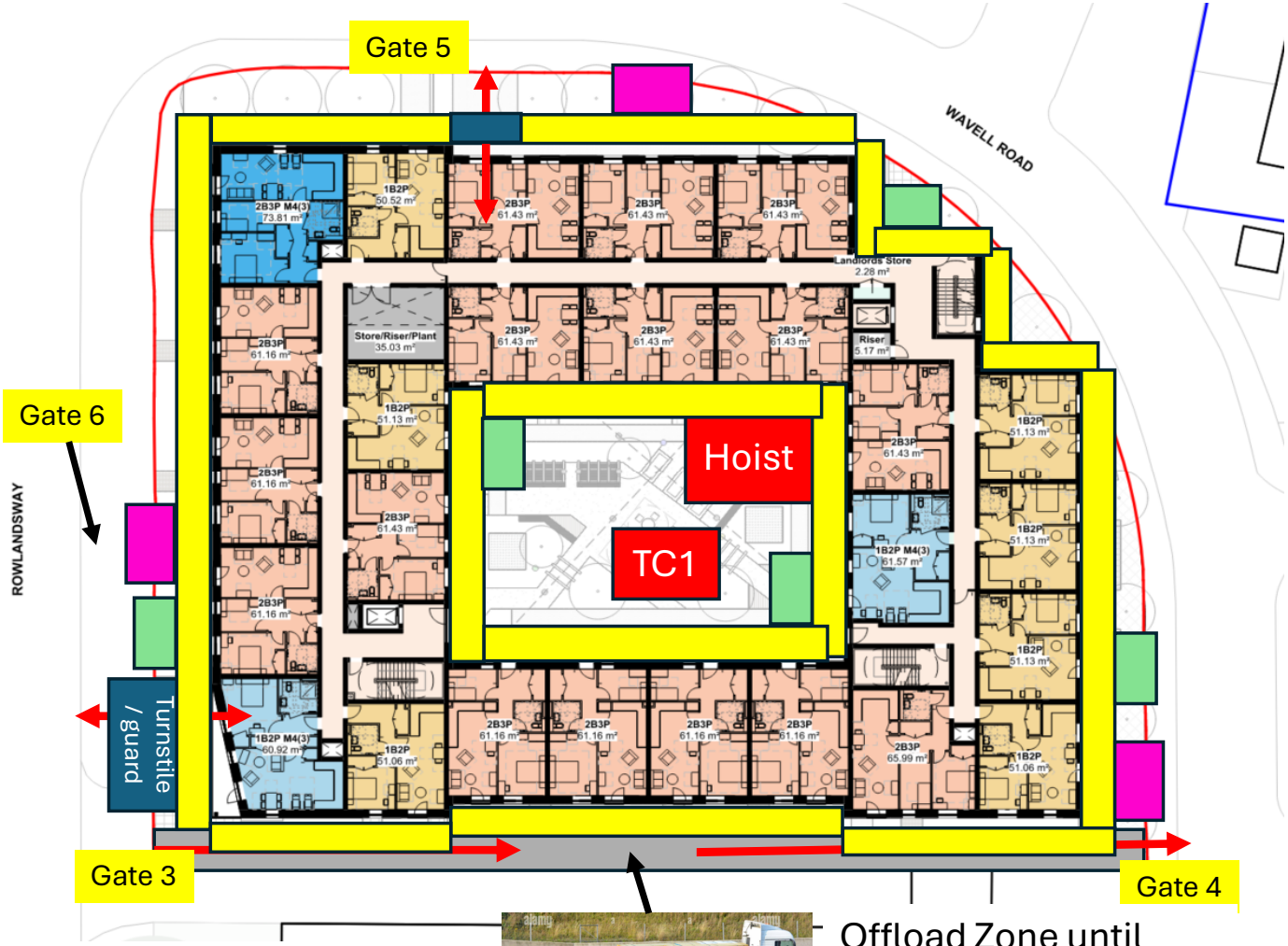
Key:

- Full sheeted scaffolding
- Telehandler access point under scaffold
- Concrete wagon & pumping area
- Brickwork Hoist
- Haki Access



Key:

- Full sheeted scaffolding
- Telehandler access point under scaffold
- Haki Access
- Brickwork Hoist





Offload Zone until scaffolding is erected

Key:

- Full sheeted scaffolding
- Telehandler access point under scaffold
- Haki Access
- Brickwork Hoist



Offload Zone until scaffolding is erected

Key:

Full sheeted scaffolding

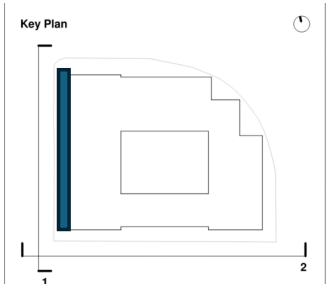
Turnstile access under scaffold

Haki Access

Brickwork Hoist

West Elevation



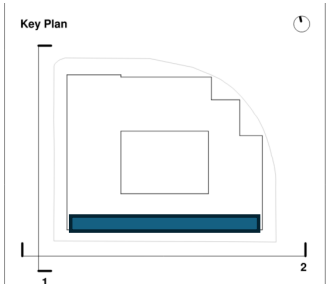


Key:

Full sheeted scaffolding

South Elevation

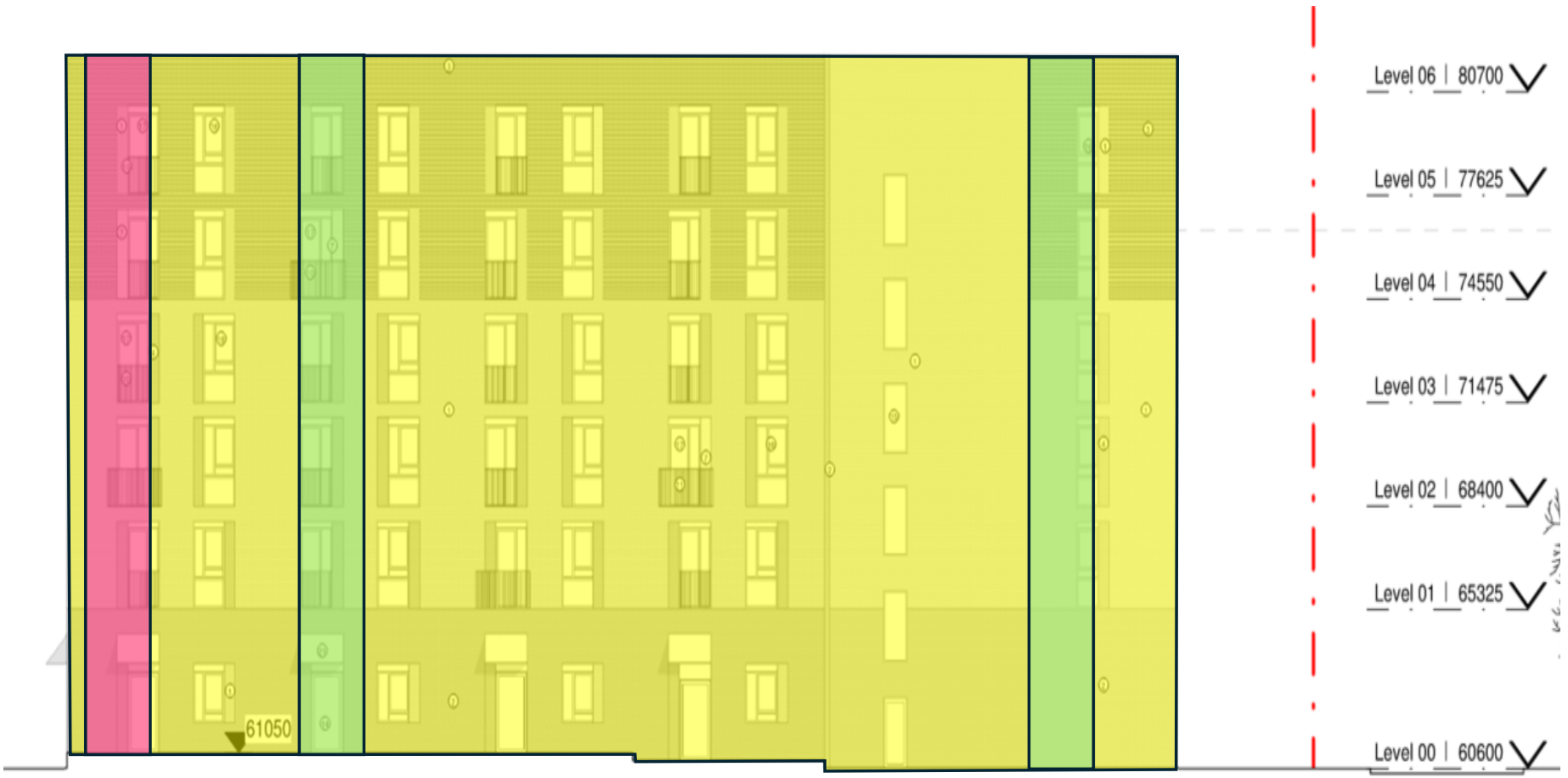


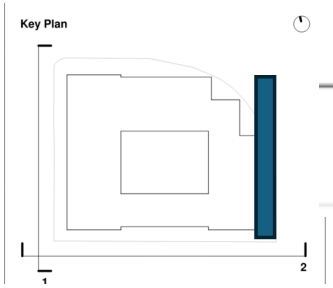


Key:

- Full sheeted scaffolding
- Haki Access
- Brickwork Hoist

East Elevation





Key:

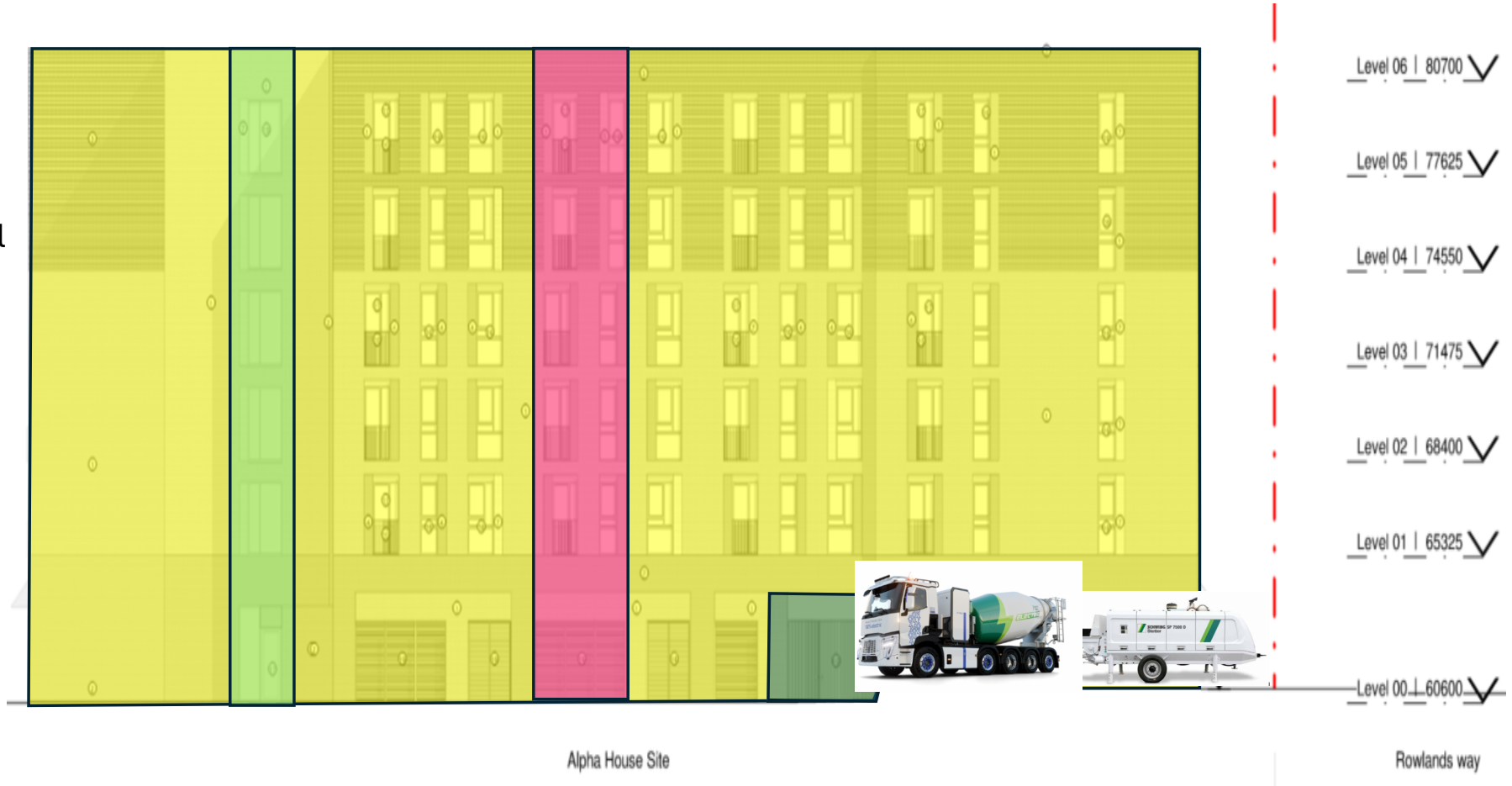
Full sheeted scaffolding

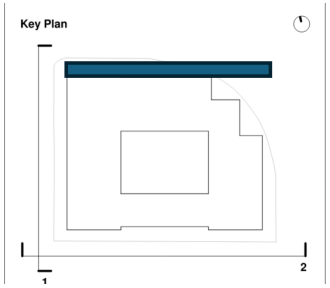
Telehandler access point under scaffol to GF

Haki Access

Brickwork Hoist

North Elevation





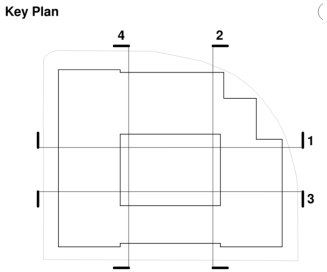
Key:

Full sheeted scaffolding

Site Hoist Location

Haki Access

Key Plan

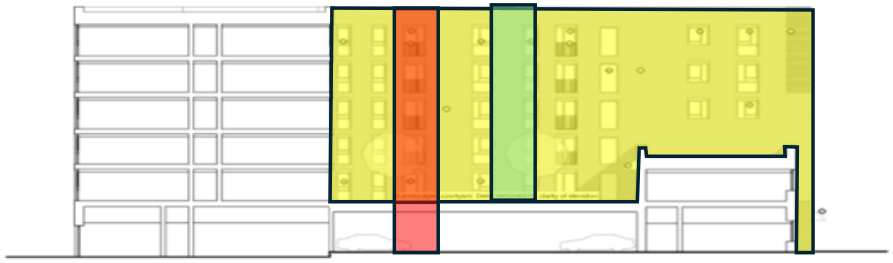


Caddick.

Courtyard Elevations



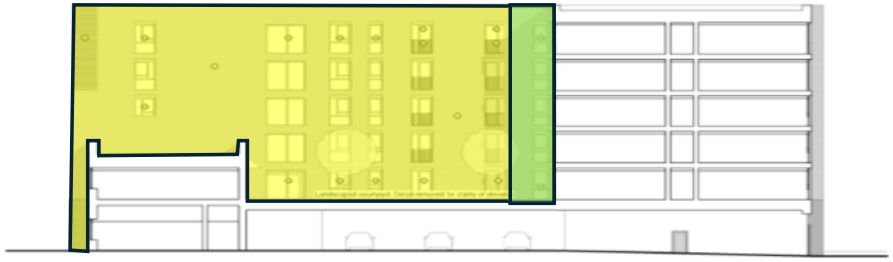
1 | Courtyard - North Elevation



2 | Courtyard - East Elevation



3 | Courtyard - South Elevation



4 | Courtyard - West Elevation

Appendix 2 – Traffic Management Plan

N

PEDESTRIANS

PEDESTRIANS

FOOTWAY CLOSED AHEAD

Centron House

ESS

FRIMLEY GARDENS

WOODFIELD

ROWLANDSWAY

FOOTWAY CLOSED

Alpha House

Job Centre

1

2

295

271

275

8

12

10

TAXI WAITING AREA TO BE CLOSED

4

17a

2

2b

1

FOOTWAY CLOSED AHEAD

TCBs

FOOTWAY CLOSED

FOOTWAY CLOSED AHEAD

Club

FOOTWAY CLOSED

WAVELL ROAD

Delta House

17

Ramp

ROWLANDSWAY

FOOTWAY CLOSED AHEAD

Chy

Simon House

(Government Offices)

DUTTON TRAFFIC MANAGEMENT SERVICES

Client:

Caddick

Project:

Alpha House
Rowlands Way & Wavell rd
Wythenshaw
M22 5RG

Title:

FOOTPATH CLOSURE

DESIGN INPUTS (FOR REFERENCE RELATE TO CONTROL DOCUMENT: F-012-DesignRefs ia 1)

D1	☐	D10 - OTHER? PLEASE STATE:
D2	☐	
D3	☒	
D4	☐	
D5	☐	
D10	☐	

Key:

- Traffic sign
- Traffic cone/cylinder
- Traffic signals to Diagram 3000.1
- Pedestrian barrier
- Stop/Go board (P7023/P7024)
- Work Area
- Area of road closed
- Diversion Route
- Temporary vehicle restraint barrier

This Drawing is the property of Dutton Traffic Management Services.

It MUST NOT be copied in part or sent to a third party without written permission.

DETAIL B (B)

Single/Dual carriageway 40mph or less - 450mm traffic cones, spacing 1.5m.
Single/Dual carriageway 50mph or more - 750mm traffic cones, spacing 1.5m.
Dual carriageway national speed limit - 750mm traffic cones, spacing 1.5m, relaxation 3m.

Notes:
1) During darkness, warning lights to BS EN 12352:2006 should be provided in accordance with Table A1.3 (Appendix 1).
2) 45° tapers have 1.5m spacing, no relaxations.
3) On motorways and NSL AP duals with hard shoulders, 1m cones will be required for both standard and relaxation works for lead tapers and the facing wall of lane changes.

DETAIL C1 (C1)

9m

Single/Dual carriageway 40mph or less - 450mm traffic cones.
Single/Dual carriageway 50mph or more - 750mm traffic cones.

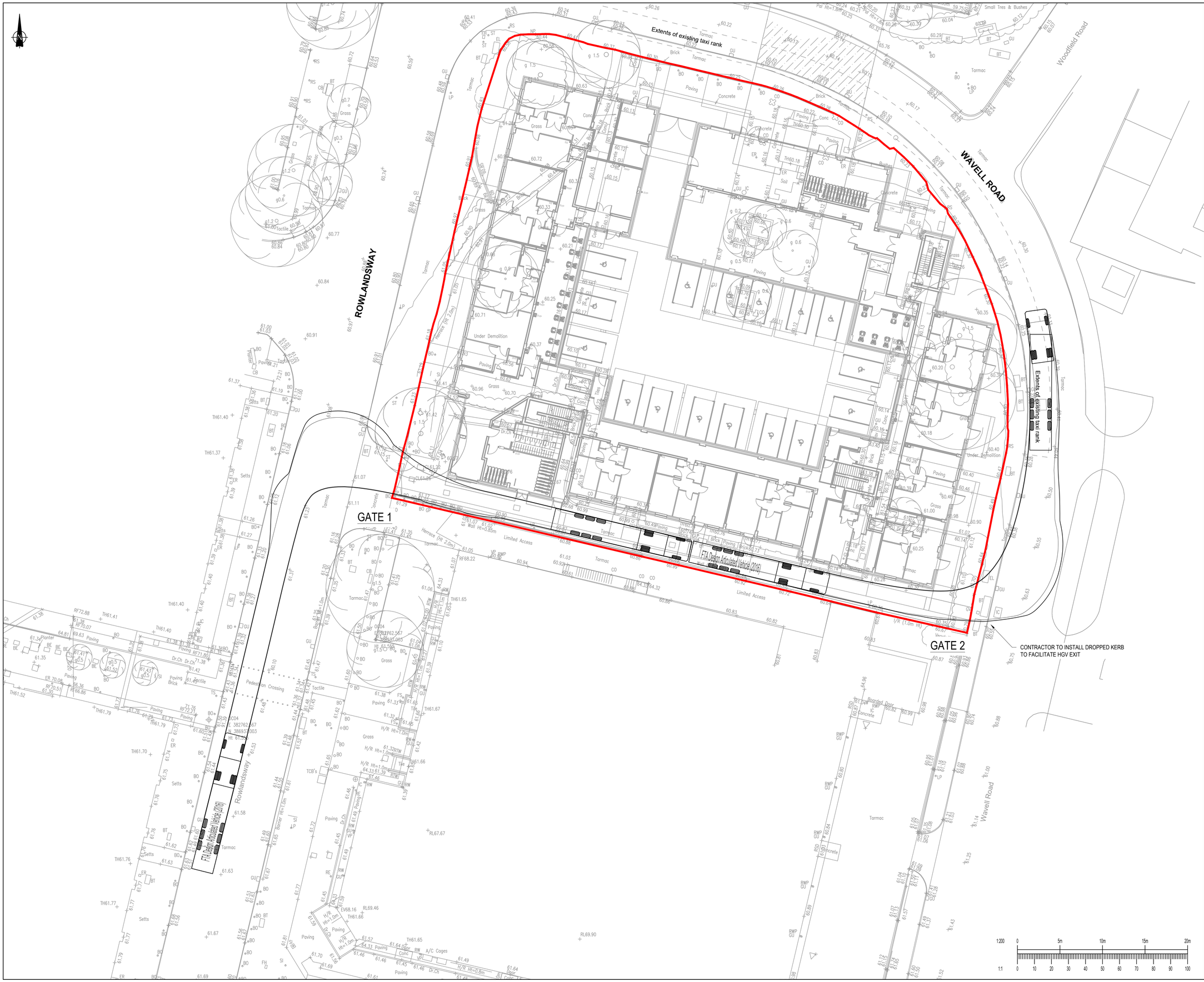
Notes:
1) During darkness, warning lights to BS EN 12352:2006 should be provided in accordance with Table A1.3 (Appendix 1).
2) For relaxation to Detail C1 see Table A1.3 (Appendix 1).

Drawn:	Checked:
Thomas Eyres	Gary Mainwaring
16/07/2026	Rev:1

DT43247-01-01

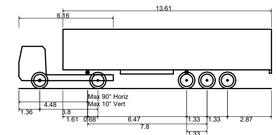
Original drawing size A3 - NTS

Appendix 3 – HGV Vehicle Tracking



GENERAL NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
2. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
3. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
4. FOR GENERAL NOTES REFER TO DRAWING.



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

Rev:	Description:	Date:	By:	Chkd:
P01	FIRST ISSUE	14/09/26	EBR	HS

Curtins
King House, 40 King Street West, Manchester, M3 2WY
0161 236 2394
manchester@curtins.com
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Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Status: SUITABLE FOR INTERNAL REVIEW / COMMENT — S3

Project: WYTHENSHAWE ALPHA

Drg Title: ALPHA HOUSE 16.5m HGV TRACKING

Drawn By	Designed By	Checked By
EBR	EBR	HS
	Date: 14/09/26	Scales @ A1: 1:200

1:200 0 5m 10m 15m 20m
1:1 0 10 20 30 40 50 60 70 80 90 100

Project No - Originator - Function - Spatial - Form - Discipline - Number: 88423 - CUR - XX - XX - D - C - 90001 — Revision: P01

\\ma-fs-1\Projects\088001 - 089000\088423 - TPMA Wythenshawe, Alpha House\03-2-Delivery\CC08-CAD\Alpha House Vehicle Tracking\

Appendix 4 – Concrete Wagon Vehicle Tracking

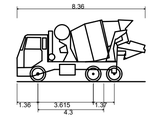
CONCRETE MIXER - IN



CONCRETE MIXER - OUT

GENERAL NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
2. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
3. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
4. FOR GENERAL NOTES REFER TO DRAWING.



Concrete Mixer	
Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.210m

Rev:	Description:	Date:	By:	Chkd:
P01	FIRST ISSUE	14/09/26	EBR	HS

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Status: SUITABLE FOR INTERNAL REVIEW / COMMENT — S3

Project: WYTHENSHAWE ALPHA

Drg Title: ALPHA HOUSE CONCRETE WAGON VEHICLE TRACKING

Drawn By	Designed By	Checked By
EBR	EBR	HS
	Date: 14/09/26	Scales @ A1: 1:200

1:200 0 5m 10m 15m 20m
1:1 0 10 20 30 40 50 60 70 80 90 100

Project No - Originator - Function - Spatial - Form - Discipline - Number	Revision
88423 - CUR - XX - XX - D - C - 90002	P01

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