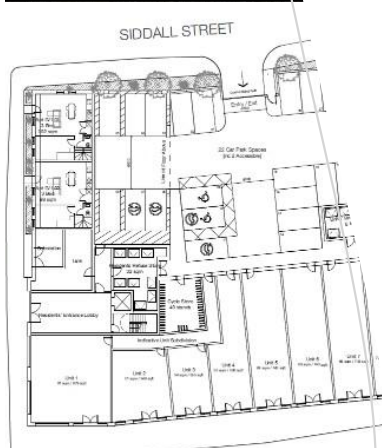




EARTH ENVIRONMENTAL
& GEOTECHNICAL

Construction Management Plan

Stockport Road

Manchester

January 2025

On behalf of

VIEWS 

Earth Environmental & Geotechnical Ltd
Houldsworth Mill Business & Arts Centre
Houldsworth Street
Stockport
SK5 6DA

Tel : 0161 975 6088

Email info@earthenvironmental.co.uk
www.earthenvironmental.co.uk



CONSTRUCTION MANAGEMENT PLAN
STOCKPORT ROAD
MANCHESTER
FOR
VIEWS

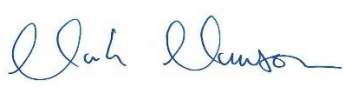
Earth Environmental & Geotechnical Ltd
Houldsworth Mill Business Centre
Houldsworth Street
Stockport
SK5 6DA

www.earthenvironmental.co.uk

Tel 0161 9756088

Report A2951/24/CMP/V3

January 2025

Report Title:	Construction Management Plan, Stockport Road, Manchester	
Report Reference:	A2951/24/CMP/V3	
Client:	VIEWS	
Issue Date:	28th January 2025	
Drafted By:	Lewis Waller	
Reviewed By:	M Mawson	
Authorised By:	M Mawson	

This document has been prepared for the titled project (or named part thereof) and should not be relied upon or used for any other project without an independent check being carried out as to its suitability and prior written authorisation being obtained from Earth Environmental & Geotechnical. Earth Environmental & Geotechnical accepts no responsibility or liability for the consequences of the use of this document, wholly or in part, for any other purpose than that for which it was commissioned. Any persons so using or relying upon this document for such other purpose do so at their own risk.

This report was prepared for the sole use of the Client and shall not be relied upon or transferred to any other party without the express written authorisation of Earth Environmental & Geotechnical. It may contain material subject to copyright or obtained subject to license; unauthorised copying of this report will be in breach of copyright/license.

The findings and opinions provided in this document are given in good faith and are subject to the limitations imposed by employing site assessment methods and techniques, appropriate to the time of investigation and within the limitations and constraints defined within this document. The findings and opinions are relevant to the dates when the assessment was undertaken but should not necessarily be relied upon to represent conditions at a substantially later date.

The findings and opinions conveyed in this report are based on information obtained from a variety of sources as detailed and which Earth Environmental & Geotechnical assumes to be dependable but have not been independently confirmed. Therefore, Earth Environmental & Geotechnical cannot and does not guarantee the authenticity or reliability of third-party information it has relied upon.

Where opinions expressed in this report are based on current available guidelines and legislation, no liability can be accepted by Earth Environmental & Geotechnical for the effects of any future changes to such guidelines and legislation.

The limitations of liability of Earth Environmental & Geotechnical for the contents of this document have been agreed with the Client, as set out in the terms and conditions of offer and related contract documentation.

CONTENTS

1.0	INTRODUCTION.....	1
	Appointment.....	1
	Objective.....	1
	Proposed Development	1
2.0	SITE LOCATION AND DESCRIPTION	3
3.0	Construction Dates and Working Times	4
	3.1 Construction Start and Completion Dates	4
	3.2 Proposed hours in which vehicles will arrive and depart	4
4.0	SITE WORKS	5
	4.1 Site Compound and details of Hoarding or Fencing	5
	4.2 Access arrangements for Pedestrians	5
	4.3 Access arrangements for Vehicles	5
	4.4 Banksman/Traffic Marshal – a Key Role	5
	4.5 Size of Vehicles	7
	4.6 Tight manoeuvres into the site	7
	4.7 Parking and Load Arrangements	7
	4.8 Wheel Washing/ Dust Control Monitoring and Mitigation	8
	4.9 Details of any highway works necessary to enable construction to take place.....	8
	4.10 Temporary traffic management orders	9
	4.11 Proposed overhang of the Public Highway	9
	4.12 Details of how pedestrian and cyclist safety will be maintained	9
	4.13 Management of traffic to reduce congestion	9
	4.14 Details of Consultation with local business or neighbours	10
	4.15 Working Group and other measures to reduce the impact of the site	11
	4.16 Target zero non-hazardous waste to landfill.....	11
	4.17 Energy usage.....	11
	4.18 Fuel Consumption	11
	4.19 Waste Management.....	11

FIGURES

Figure 1	Proposed Development Layout Plan
Figure 2	Site Location Plan
Figure 3	Site Set-Up Construction Plan

Appendices

Appendix A	Parking Reference data from on street parking surveys
Appendix B	Transport Technical Note and Vehicle Swept Path

1.0 INTRODUCTION

Appointment

Earth Environmental & Geotechnical Ltd (EEG) has been commissioned by Views Ltd (the Client), to produce a Construction Management Plan for the proposed residential and commercial development at land off 788 Stockport Road, Manchester.

Objective

This construction Management Plan has been produced by Earth Environmental and Geotechnical Ltd for the proposed developed in the next section.

The agreed contents of the Construction Management Plan must be complied with unless otherwise agreed.

The Project Manager shall work with the Authority to review the Construction Management Plan should any problems arise in relation to the construction of the development any future revised plan must be approved by the Authority and complied with thereafter.

Proposed Development

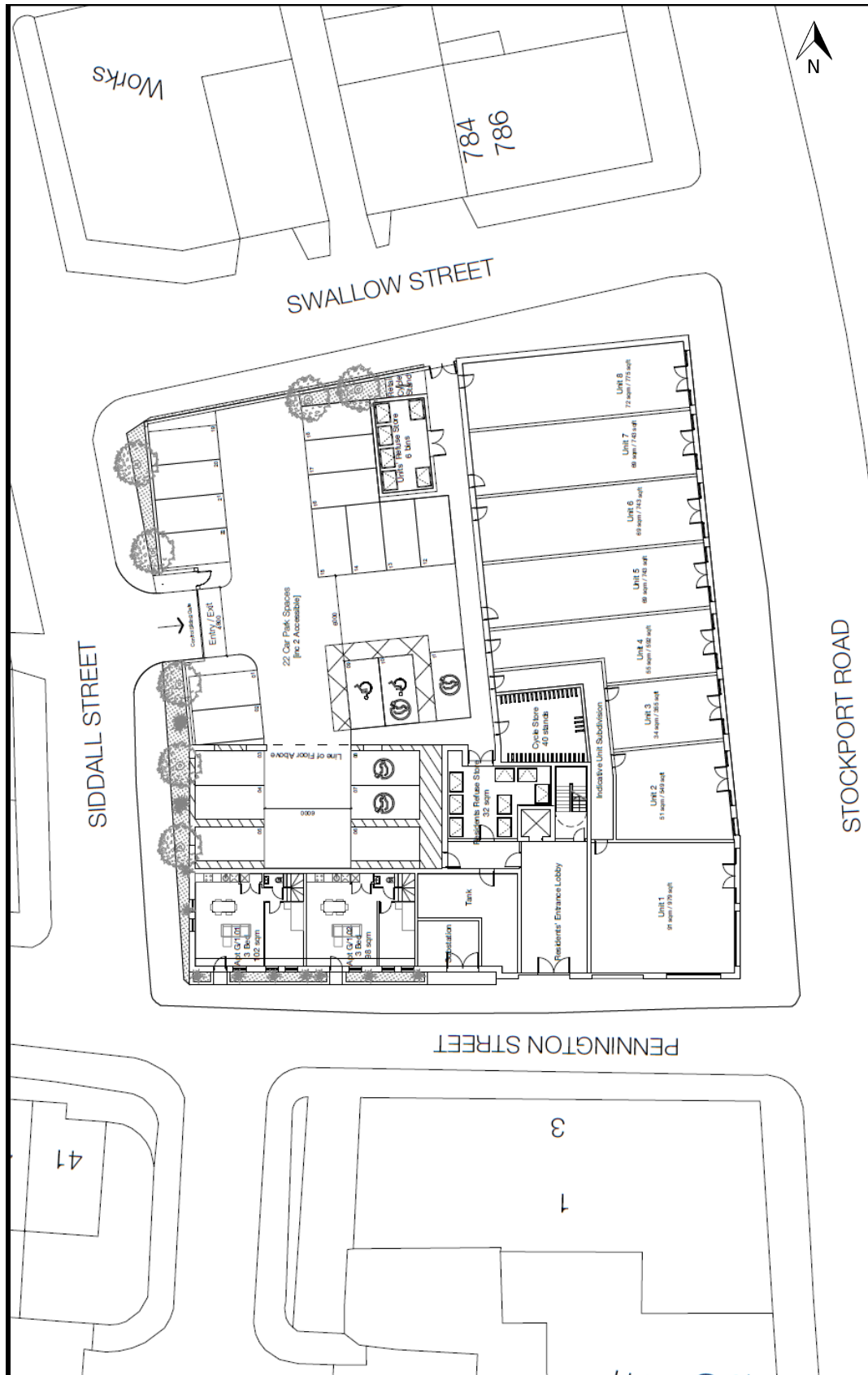
The proposed development comprises the construction of a four-storey building comprising eight ground floor Commercial, Business and Service units with a maximum floorspace of 511 sq. metres (Class E) and 39 residential apartments (Class C3) above.

Parking is provided and accessible via Siddal Street, with areas of landscaping and a rooftop terrace.

The development is part of Planning Application 133792/JO/2022.

The proposed development plan can be viewed in Figure 1 overleaf.

Figure 1: Proposed Development Layout Plan



2.0 SITE LOCATION AND DESCRIPTION

The site is a near square shaped parcel of land with maximum dimensions of 46m northwest-southeast by 40m northeast-southwest and occupies an area of approximately 0.17ha.

The approximate National Grid Reference for the centre of the site is SJ 87284 94776 (X: 387284, Y: 394776) with the closest postcode being M12 4GE.

At the time of writing this CMP the site is a vacant plot of land that has previously been used as a police station and houses.

The site is covered by vegetation in the centre and northern portion of the site with a gravelled area in the southern portion.

Fencing surrounds the site with a gate leading from Siddall Street in the southwest corner.

The site is flat and level with adjacent roads.

The area surrounding the site is used for a mix of residential and commercial purposes.

The site location is shown in Figure 2, below.

Figure 2: Site Location Plan



3.0 Construction Dates and Working Times

3.1 Construction Start and Completion Dates

Views is awaiting confirmation from it regarding the exact start and finish dates. However, the target dates for the project are:

Main Contract Works

- Start date: 2 June 2025
- Completion Date: 27 June 2027
- Duration: 24 months

3.2 Proposed hours in which vehicles will arrive and depart

In general, the hours in which vehicles will arrive and depart will coincide with the site hours:

Monday- Friday 7:30am to 6.00pm

Saturday 08:30am to 2pm

Sunday and Bank Holidays – No work

The work force may be allowed to arrive on site 30 minutes prior but no working outside these times unless by prior agreement.

However, there may be occasions when heavy/wide loads may need to be delivered and removed from site outside of these hours.

For these specific instances we will seek formal permission by making an application to Manchester City Council in accordance with section 61 of the Control of Pollution Act 1974.

On such occasions, a staff member from the Principal Contractor would be in attendance at all times.

On such occasions the local neighbours will be given an early notice two weeks in advance, providing the anticipated date, this will be followed up 5 days in advance notifying the exact date and times for vehicle movements.

4.0 SITE WORKS

4.1 Site Compound and details of Hoarding or Fencing

The main site area and the contractor's compound will be enclosed with solid hoarding and controlled access gate, as shown in Figure 3 overleaf.

This will all be within the confines of the site and within the Sites boundary fencing. It will be adapted as necessary.

A display of an emergency contact numbers will be located in a clearly visible place within the site compound and strategically around the site hoarding.

Figure 3 also indicates the location of the site cabins for welfare and administration as necessary.

4.2 Access arrangements for Pedestrians

The pedestrian access to the site compound will be situated on the corner of Swallow Street and Siddal Street, as shown in Figure 3 overleaf.

4.3 Access arrangements for Vehicles

A vehicle access route will be formed from Siddal Street (Entrance) and Swallow Street (Exit), as shown in Figure 3.

This will allow materials to be stored onsite.

All contractors will sign in to contractors' book and sign out upon leaving the premises.

All access across the public footpath will be controlled.

Vehicle tracking and a technical note from the transport consultant has been included in Appendix B

4.4 Banksman/Traffic Marshal – a Key Role

A strict delivery procedure will be implemented to ensure that Siddal Street and Swallow Street are not overrun with site and delivery vehicles.

Banksmen will ensure that traffic flow on this road is maintained at all times.

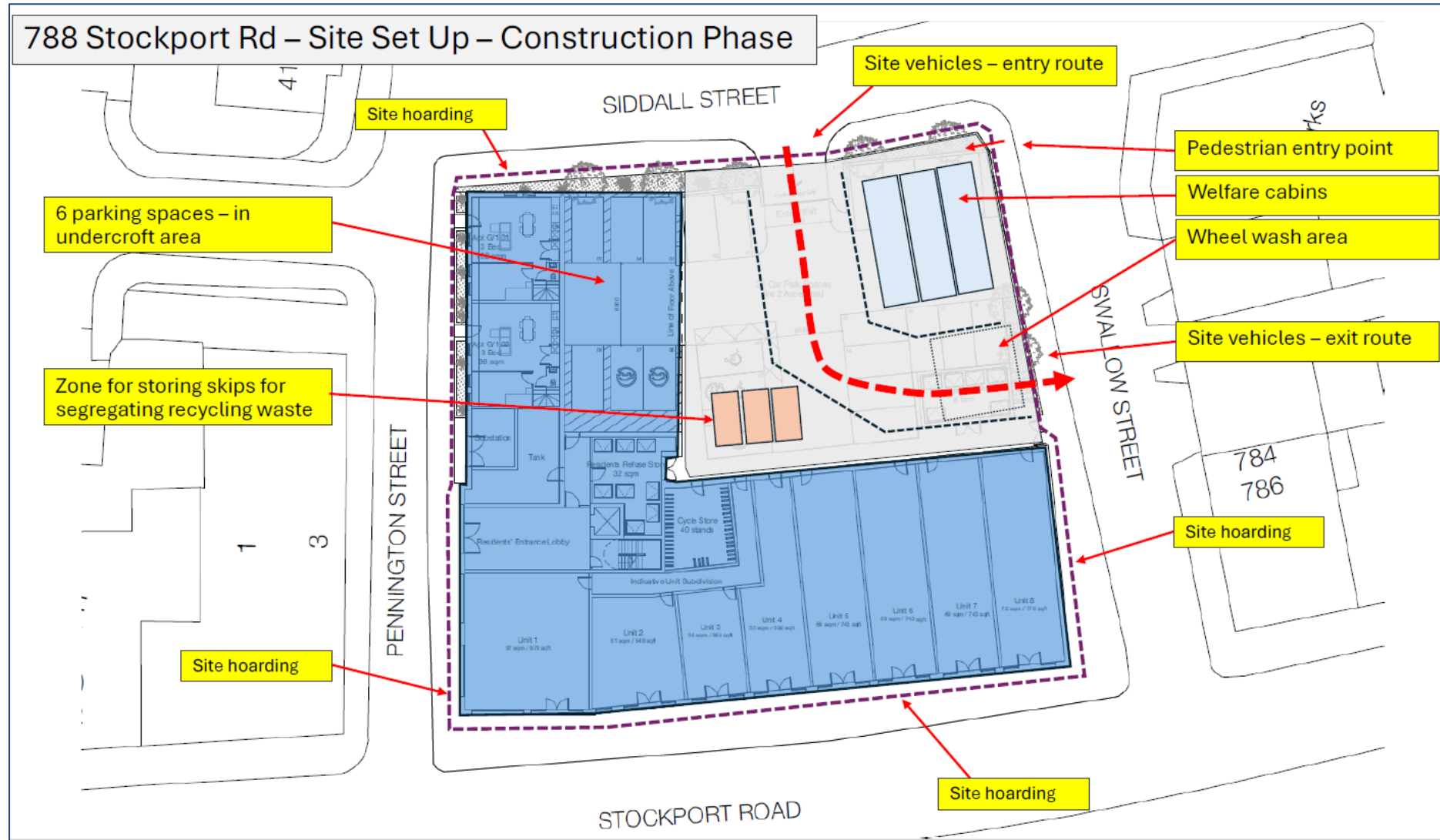
The Traffic Marshal will act as banksman when vehicles enter the site (both entering in forward gear and should the need arise in reversing).

All sub-contractors and suppliers will be required to give 48 hours' notice of deliveries.

The movement of materials will also be controlled by the Traffic Marshal.

The Traffic Marshal will be responsible for the coordination and control of all aspects of material deliveries and movement.

Figure 3: Site Set Up- Construction Plan



4.5 Size of Vehicles

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

- Skip lorries. These will include standard 8-yard skips for waste (approx. size 7m long and 2.4m wide).
- Ready mix concrete lorries (approx. size 8.25m long and 2.45m wide).
- Flatbed delivery vehicles for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks/blocks, timber, roofing materials, plaster, joinery etc. (approx. size 8.5m long and 2.45m wide).
- Given the restrictions around the site deliveries by articulated lorries will only be permitted where other delivery vehicles cannot be utilised due to the specific weight or size of a load. At present the only anticipated delivery by an articulated lorry will be for an excavator during the ground works. This delivery will take place out of hours and carefully planned and managed by the traffic marshal with the assistance of banksmen.
- The projected vehicle movements are likely to be 1 to 2 per day during the main contract works period. There will be a short period of more frequent vehicle movements, these will run for circa 2 to 4 days, at a number of stages during the works. These stages will be ground works phase (muck away), the pouring of foundations and then during the pouring of floor slabs. Vehicle movements will be in the region of 6 to 8 per day for these events.

4.6 Tight manoeuvres into the site

All vehicles will be able to turn directly into the site for deliveries.

4.7 Parking and Load Arrangements

A strict delivery procedure will call off as much as needed only ethos will be implemented to ensure that Siddall Street and Swallow Street is not overrun with site and delivery vehicles.

The Traffic Marshal will ensure that traffic flow is maintained at all times.

All subcontractors and suppliers will be required to give 48 hours' notice of deliveries. The movement of materials, particularly in the main contract works stage, will also be controlled by the Traffic Marshal.

The Traffic Marshal will be responsible for the control and coordination of all aspects of material deliveries and movement.

Vehicles will immediately pull into the site for unloading wherever possible. Materials will be stored within the boundary of the site.

All sub-contractors will be informed at the pre-order meeting that the surrounding area is an established residential neighbourhood and those who do require parking should be respectful of existing residents.

All subcontractors will be encouraged to use public transport.

We recognise that tradespeople parking in established residential neighbourhoods can be a point of tension. Unfortunately, there are no public car parks close to the site so some on street car parking will occur. We have looked back at the Transport Note for the planning permission for 2 Swallow Street (extract included in Appendix A). This Transport Note included a parking survey that demonstrated:

- Swallow Street has capacity for 33 parking spaces with 17 used by residents, meaning circa 16 spaces are available.
 - To provide safe site access for deliveries we intend to temporarily suspend 4 parking space on Swallow St. This will leave 12 parking spaces available.
- Siddall Street has capacity for 54 parking spaces with 34 used by residents, meaning circa 20 spaces are available.
 - To provide safe site access for deliveries we intend to temporarily suspend 3 parking space on Siddall St. This will leave 17 parking spaces available.

4.8 Wheel Washing/ Dust Control Monitoring and Mitigation

Mud and debris on the roads are one of the main environmental nuisance and safety problems arising from construction sites.

The Principal Contractor will make provision to minimise this problem.

In the early stages of the project when ground works are being carried out, all vehicles that leave the construction site will be washed down.

The wash bay area will be impermeable and isolated from the surrounding area by a raised kerb or roll over bund to contain solids.

No debris or concrete will be washed into the drainage system.

Provision will be made for cleaning of the road if required by an approved road sweeper.

All muck away lorries will be fully sheeted to minimise the risk of any mud over-spilling onto the highway.

There will be dust monitoring , where necessary or as required by the local authority. A fine water spray would be used to suppress dust on the following:

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

4.9 Details of any highway works necessary to enable construction to take place

The proposed site access and egress points use existing crossovers, but these points will require temporary works within the highway (footway crossing and connection to vehicular carriageway) to deliver the necessary access road widths.

These temporary works will be replaced by kerb reinstatement / final site access arrangement as part of the formal supporting S278 highway works package on completion of the construction stage and to support the opening of the consented development scheme.

The widening and radius changes to the existing crossovers are shown on the swept path assessment plans in appendix B.

4.10 Temporary traffic management orders

In order to facilitate safe and efficient vehicle access to the site, temporary parking restrictions are proposed to be implemented at the following locations for the duration of the construction period:

Suspension of all parking to the full length of the south side of Swallow Street to the study site (i.e. between A6 Stockport Road and the junction with Siddal Street) – approximately 45m of route. Resulting in the temporary loss of circa 4 parking spaces.

Suspension of parking for the east side section of Siddal Street between the junction with Swallow Street and the proposed construction site access point - approximately 25m of route. Resulting in the temporary loss of circa 3 parking spaces.

4.11 Proposed overhang of the Public Highway

There will be approx 1.5m overhang of highway for scaffolding.

4.12 Details of how pedestrian and cyclist safety will be maintained

When vehicles are entering or leaving the site, these will be supervised by the Traffic marshals.

Where vehicles are unloading in car park, this will be supervised by contractors Traffic Marshall.

The general public/pedestrians will have right of way along the footpath to Stockport Road.

The construction site gates will be kept closed and monitored, only when deliveries are made to the site will they be opened to allow vehicles onto the site.

All delivery vehicles will be supervised/controlled by a banksman.

The appointed Site Manager will also ensure that the external perimeter of the site is regularly inspected (twice a day) to ensure that any debris is kept clear of the entrance or pavement.

With regard to cyclist safety any delivery vehicle parked within the loading area will be coned off to direct the cyclist around the lorry.

Should there be any complaints arising from the works, local residents will be able to call personally to the site manager at the site office or contracts manager in the HQ.

The Construction Director will deal personally with comments or complaints from the public or neighbours and will ensure that they are resolved swiftly.

A record will be kept of all comments and complaints.

4.13 Management of traffic to reduce congestion

The Site Manager will be responsible for the day-to-day management of all deliveries to the site.

These will be booked in using a Delivery Schedule so as to prevent lorry congestion to the road network that surrounds the site.

Should a lorry/vehicle arrive that has not been booked in, that lorry will be turned away.

Wherever possible lorries will be brought onto site keeping the roads free for general traffic movement.

In order to reduce traffic movements, we shall call off full loads whenever possible and only accept part loads when essential.

All sub-contractors will be encouraged to use public transport to travel to site.

Potential sub-contractors will be informed that parking is very restricted in the local area.

Parking on neighbouring roads will be monitored to ensure off-site parking is dealt with considerately.

4.14 Details of Consultation with local business or neighbours

The site team will have direct responsibility for fostering good community relations with all neighbouring residents and businesses.

From the start of this project an individual directly involved in the management of the site will be identified as being specifically responsible for community relations (Community Liaison Representative).

This single point of contact will be established for all liaison with the general public.

The Principal Contractor will initiate early and honest communications to establish a good rapport with the community which will help reduce problems that may arise during the construction process. Part of the process will be the inclusion of regular Newsletters keeping site neighbours up to date with what has and will happen on site.

We will ensure that any particularly sensitive works or issues are dealt with in a professional and accountable manner, with the public and local community kept informed at all times.

This may include things like out of hours delivery of large items of plant such as excavators. Information boards will be displayed on the site boundary which will highlight the key personnel on site including their contact details.

The regular newsletters will also highlight the key personnel and their contact details.

In the event of a complaint the Community Liaison Representative will respond by return or as soon as they can.

All complaints will be logged, all actions tracked, and each item closed out to the satisfactory agreement of all parties.

Prior to any person being allowed on site they have to go through a Health, Safety and Environment Project Induction.

4.15 Working Group and other measures to reduce the impact of the site

Before work commences, letters will be sent to the neighbours informing them of what will be happening and giving them our contact's name and telephone number.

This will include a 24hr emergency hotline.

There will be full and regular communications with affected neighbours regarding site activity, deliveries and traffic.

Should there be any complaints, local residents will be able to call personally to the site offices.

A record will be kept of all comments/complaints.

Other points that we will action:

- Ensure that site lighting does not affect neighbours.
- We will ensure that our workforce maintain a respectable standard of dress code.
- Encourage operatives not to leave site in their dirty work clothes.
- Register the project with the Considerate Constructors Scheme.
- Provide ID hi-viz for all operatives.

4.16 Target zero non-hazardous waste to landfill

As part of the environmental approach, locally sourced materials will be used.

4.17 Energy usage

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

4.18 Fuel Consumption

The Principal Contractor will strive to procure local contractors for the project therefore minimising transport costs and impact on the local environment.

4.19 Waste Management

The approach to the treatment of waste is to employ a specialist waste removal supplier. This contractor is responsible for the safe removal of waste from site.

A zone is identified within the site for locating skips for segregating waste for recycling as indicated in Figure 3, subject to development requirements.

All access routes and fire escapes will be swept and kept clear of debris on a regular basis to maintain high standards of health and safety on the project.

All general areas of the project will be swept clean on a weekly basis.

Sub-contractors will be responsible for removing waste emanating from their works to a central segregated waste recycling point on site, as indicated in Figure 3.

4.20 Noise and Vibration Suppression

All plant, tools and equipment shall be regularly maintained to ensure that they are working to their best efficiency in terms of performance and noise outputs.

Should an operation prove to become noisy to a point unavoidably above acceptable levels as noted in the Construction, Design and Management Regulations, then protection in the form of baffles will be introduced to protect members of the public and nearby workers and personal protective equipment for the plant operators will be introduced to reduce noise to an acceptable level.

The Site Manager will be responsible for monitoring noise levels on site and implementing the mitigation measures if and when required.

Noise & Vibration Risk Assessment Table

Activity Producing Noise	Receptor	Control Measures	Responsible Person	Residual Risk
Excavators and Heavy Plan for excavation	Neighbouring Properties and Passing Pedestrians	All plant is to be in good working order and checked daily If noise is continual problems or sustained then screens will be erected around excavators, If the noise is a still a problem, then acoustic baffles will be fitted to machines	Plant operator will logos all check in plant inspection book onsite. Site Manager will monitor the onsite via the spot check with a boundary sound meter	Low
Site Staff	Neighbouring properties & pedestrians	Induction given to all site users will include respecting neighbours and keeping noise level down. No radio will be allowed onsite.	Site Manger	Low
Handheld Plant	Neighbouring properties and pedestrians	All plant will be checked before use and be in good working order. Any cutting onsite will be reduced to a minimum i.e. where possible cut bricks will be done offsite. Works will be undertaken in normal working hours	Plant Operative and Site Manager	Low

		Cutting undertaken indoors with appropriate extraction equipment		
Generator for cabins	Neighbouring properties and pedestrians	<p>During the site set up and mobilisation period 'a silent generator will be used until temporary electric supply is connected to the compound area.</p> <p>The generator will only be operational in stated working hours.</p>	Site Manger	Low
Pilling operation	Neighbouring properties and pedestrians	<p>Pilling operation will take place between 9am and 4.30pm in order to reduce the impact on surrounding residents. Sound and vibration.</p>	Site Manger will monitor the noise and vibration via sport check with boundary sound and vibration monitor	Low

APPENDIX A

PARKING REFERENCE DATA FROM ON STREET PARKING SURVEY

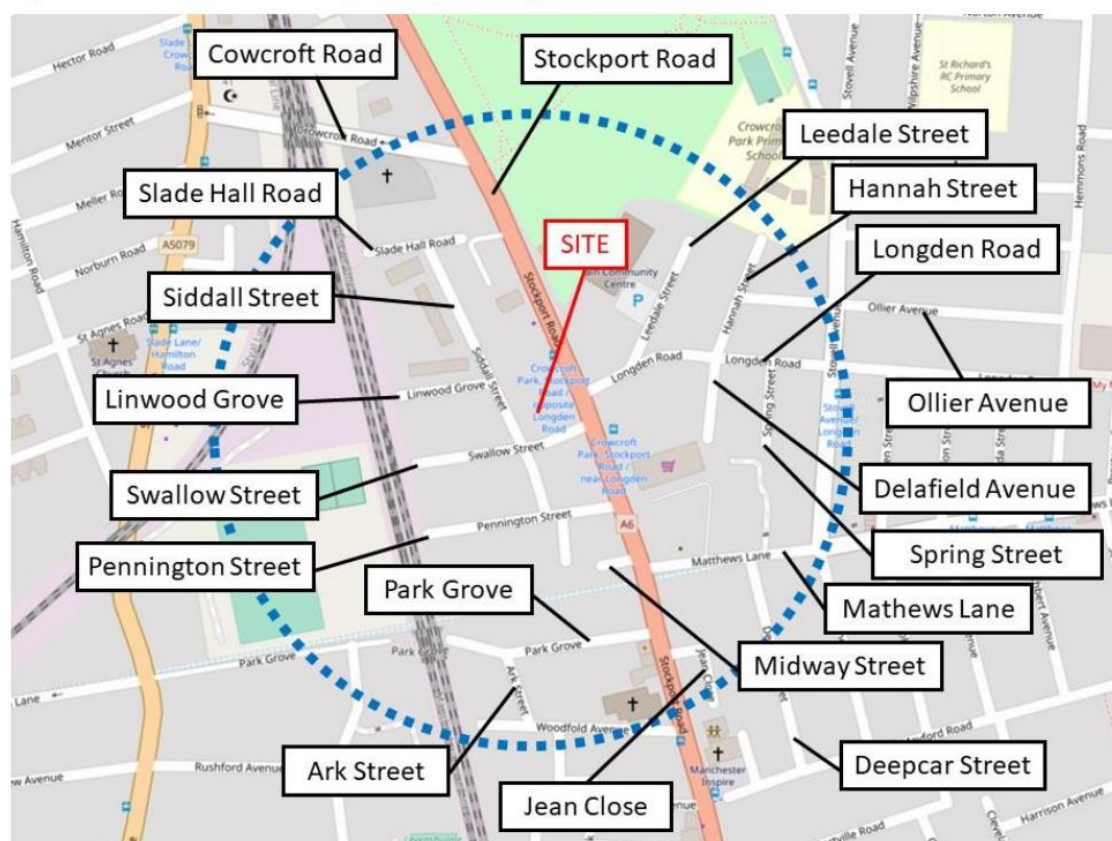
Parking Reference data from Transport Note

Linked to Planning application for 2 Swallow Street, M12 4GH

5.6 Parking Beat Surveys

- 5.6.1 AXIS have investigated whether the modest residential parking demand that will be generated can be satisfactorily accommodated overnight on the local streets around the site.
- 5.6.2 Parking beat surveys were undertaken over a duration of 2no. days on Tuesday 25th January 2022 from 3:00am – 4:00am and Wednesday 26th January 2022 from 4:00am – 5:15am, broadly following the so-called ‘Lambeth’ parking beat survey methodology. This determines parking capacity / availability at night during the worst case period for parking demand in residential areas.
- 5.6.3 In summary, for residential developments the highly robust Lambeth methodology requires that 2no. separate parking beat surveys are carried out within a 200m radius (or 2-minute walk) of a site, in the early hours between 12:30am – 5:30am when most residents are at home, and on a Monday to Thursday. The Lambeth methodology has been adopted as the de-facto standard across numerous local highway authorities.
- 5.6.4 The study area for the parking beat surveys is illustrated in **Figure 5.1**. The results of the survey are presented in **Appendix 5** and summarised in **Table 5.5** and **Table 5.6**.

Figure 5.1 – On-Street Parking Survey – Study Area



(Source: Produced by Axis)

Table 5.5 – On-Street Parking Survey – Tuesday 25th January 2022

Area	Parking Capacity	Amount Utilised	% Utilised
Pennington Street	40	13	33%
Swallow Street	33	17	52%
Park Grove	20	5	25%
Ark Street	7	0	0%
Midway Street	1	0	0%
Linwood Grove	19	17	89%
Slade Hall Road	18	9	50%
Siddall Street	57	34	60%
Crowcroft Road	5	2	40%
Longden Road	40	28	70%
Leedale Street	16	5	31%
Hannah Street	25	16	64%
Ollier Avenue	14	12	86%
Delafield Avenue	15	13	87%
Spring Street	18	9	50%

Area	Parking Capacity	Amount Utilised	% Utilised
Matthews Lane	3	2	67%
Deepcar Street	6	6	100%
Total	337	188	56%

Table 5.6 – On-Street Parking Survey – Wednesday 26th January 2022

Area	Parking Capacity	Amount Utilised	% Utilised
Pennington Street	40	14	35%
Swallow Street	33	17	52%
Park Grove	20	5	25%
Ark Street	7	0	0%
Midway Street	1	1	100%
Linwood Grove	19	17	89%
Slade Hall Road	18	13	72%
Siddall Street	57	32	56%
Crowcroft Road	5	1	20%
Longden Road	40	29	73%
Leedale Street	16	4	25%
Hannah Street	25	16	64%
Ollier Avenue	14	11	79%
Delafield Avenue	15	14	93%
Spring Street	18	9	50%
Matthews Lane	3	1	33%
Deepcar Street	6	5	83%
Total	337	189	56%

- 5.6.5 The results demonstrate that the observed peak parking demand was the same on both nights, with 56% of the parking capacity on the local highway network (as studied) being utilised.
- 5.6.6 **Table 5.5** demonstrates that on 25th January there was spare capacity for 149no. cars to park on the local road network overnight. **Table 5.6** demonstrates that on 26th January, there was additional capacity for 148no. cars to park overnight.

APPENDIX B

TRANSPORT TECHNICAL NOTE & VEHICLE SWEPT PATH

Project: LAND AT 786 STOCKPORT ROAD, LEVENSHULME

Title: - CONSTRUCTION VEHICLE ACCESS STRATEGY REVIEW OF SWEPT PATH ASSESSMENT

Date: - 5 December 2024

1.0 INTRODUCTION AND CONTEXT

Overview

- 1.1 This Highways Technical Note (HTN) has been prepared by Focus Transport Planning (Focus TP) on behalf of Views Holdings Ltd to provide a swept path review of the Construction Traffic Access Strategy proposed to be operated to support the delivery of a new mixed use development at land at 786 Stockport Road, Levenshulme. The location of the study site is illustrated in **Figure HTN1**.

Planning Context

- 1.2 The study site benefits from planning consent (March 2023, planning ref: 133792/JO/2022) for the construction of a four storey building comprising of the following elements:
- Up to 8 * ground floor commercial, business and service units (class E) of combined floor space of 511sqm;
 - 39 residential units (class C3), primarily to the upper floors.
- 1.3 Vehicle access to the proposed development would be taken via a new formal kerbed bellmouth access junction from Siddal Street to the rear of the site, serving 22 car parking spaces (2 disabled standard, 4 EV compliant) and additional covered cycle store and refuse bin store areas. Pedestrian access to the proposed building would be taken via direct back of pavement access from A6 Stockport Road (to the commercial units) and a communal resident access from Pennington Street. Other rear service pedestrian access will be available from Swallow Street - see proposed development ground floor plan included as **Appendix HTN1**.
- 1.4 The March 2023 planning consent for the scheme includes a for a formal planning condition (condition 8) which requires the production and agreement of a Construction Management Plan (CMP) to set out the proposed working practices to be adopted during the development construction period. Condition 8 identifies that this report should include for the following highways related information:
- Confirmation of construction working hours;
 - Details of wheel washing;
 - Compound locations where relevant;
 - Routing strategy and swept path analysis;
 - Parking of construction vehicles and staff;

➤ Sheeting over of construction vehicles.

- 1.5 This HTN report has been prepared to consider the ‘routing strategy and swept path’ element of the identified CMP requirements.

2.0 EXISTING LOCAL HIGHWAY NETWORK CONDITIONS AND PROPOSED CONSTRUCTION ACCESS STRATEGY

Observed Existing Local Highway Conditions

- 2.1 The study site represents a rectangular shaped land parcel with direct adopted highway frontage to all sides, being bounded to the east by the A6 Stockport Road corridor, to the north by the local road of Swallow Street, to the east by Siddal Street and to south by Pennington Road. The site is currently cleared and awaiting re-development with security hoardings to all sides. Historical kerbed access points are available to Swallow Street (2 access points) and Siddal Street (2 access points). None of these access points are currently in regular day-to-day use, reflecting the site’s cleared status, albeit a gate in the boundary hoardings is available to the south western corner of the site (allowing access to / from Siddal Street).
- 2.2 **Drawing J000570-SK101** to this report illustrates the location of the existing access site points and the nature of the immediate surrounding highway network, including the extent of local formal parking restrictions (single and double yellow line controls). This plan has been prepared based on detailed topo survey information and interpolated kerblines to the opposing side of adjacent roads.
- 2.3 Review of drawing J000570-SK101 identifies that the adjacent sections of Swallow Street and Siddal Street to the study site offer a vehicular carriageway width of typically over 6.5m. Site observations of these routes, however, suggest that the effective available width for through vehicle movements can be significantly reduced by on-street parking, to the point where, should parking take place on both sides of each link and wholly within the carriageway, there would only just be enough room for a light vehicle / car to pass. In practice, site observations noted that in response to this potential impact of car parking on ease of vehicle through movement, the vast majority of the parking taking place on immediate local roads involved vehicles straddling the footway. It is noted that such footway parking practice is illegal and therefore should not be relied upon or expected when assessing future construction vehicle access issues.
- 2.4 Review of existing network conditions highlights that Pennington Street to the south of the site, represents a narrower width route (being only circa 4.8m - 5.0m in available operating vehicle carriageway width) and therefore is unlikely to be attractive as a practical route option for regular larger construction delivery vehicle access.
- 2.5 Only limited formal parking restrictions were recorded adjacent to the study site, primarily relating to the A6 Stockport Road frontage and reflecting this route’s main distributor road nature. The study site eastern frontage section to A6 Stockport Road is subject to double yellow line parking controls, with supporting signage also identifying that loading is specifically prohibited between 07:00 - 10:00 Mon-Sat & 16:00-18:30 Mon-Fri). The associated yellow lines to these restrictions warp around the adjacent junction radii to the Swallow Street and Pennington Street side road connections, but do not extent any significant distance

along these routes. To the north of the site, the A6 Stockport Road includes for formal bus lane marking and associated single yellow line parking / loading controls.

Proposed Construction Access Strategy

2.6 Given the nature of the observed local highway network characteristics and constraints, it is proposed that the study site construction traffic access strategy would be based on access via Swallow Street & Siddal Street. **Figure HTN2** illustrates the principles of the proposed access approach set out in the draft CMP, with key strategy elements as follows:

- Construction vehicle access to the site to be served via the Swallow Street connection to A6 Stockport Road. No construction traffic, other than staff movements, to be taken via Pennington Street.
- A one-way system to be operated through the construction site, with site entry (left turn in) via a new access to the northwestern quadrant of Siddal Street and site exit via a left turn out access to Swallow Street (centre of site). This internal vehicle access corridor to be maintained to a minimum of 5m width, with appropriate left turn entry / exit radii at the connections to the adopted highway to avoid kerb over-run (minimum of 3.5m radius).
- Pedestrian vehicle access to the site compound to be achieved direct from Swallow Street to the western extent of this route, close to the junction with Siddal Street.

2.7 The formation of both of the construction site access points will require temporary works within the highway (footway crossing and connection to vehicular carriageway) to deliver the necessary access road widths. These temporary works would ultimately be required to be replaced by kerb reinstatement / final site access arrangement as part of the formal supporting S278 highway works package on completion of the construction stage and to support the opening of the consented development scheme.

3.0 VEHICLE SWEEP PATH ASSESSMENT & RECOMMENDATIONS FOR SUPPORTING MEASURES

3.1 The study site CMP identifies that core construction vehicle movements to / from the site would likely involve the following vehicle types.

- *Skip lorries* - standard 8-yard skips for waste (approx. size 7m long and 2.4m wide).
- *Ready mix concrete lorries* (approx. size 8.25m long and 2.45m wide).
- *Flatbed delivery vehicles* - for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks/blocks, timber, roofing materials, plaster, joinery etc. (approx. size 8.5m long and 2.45m wide).

NB - It is understood that there could be the potential for a limited number of Articulated HGV based deliveries (required for delivery / removal of an excavator). Should any such deliveries ultimately be identified as being required,

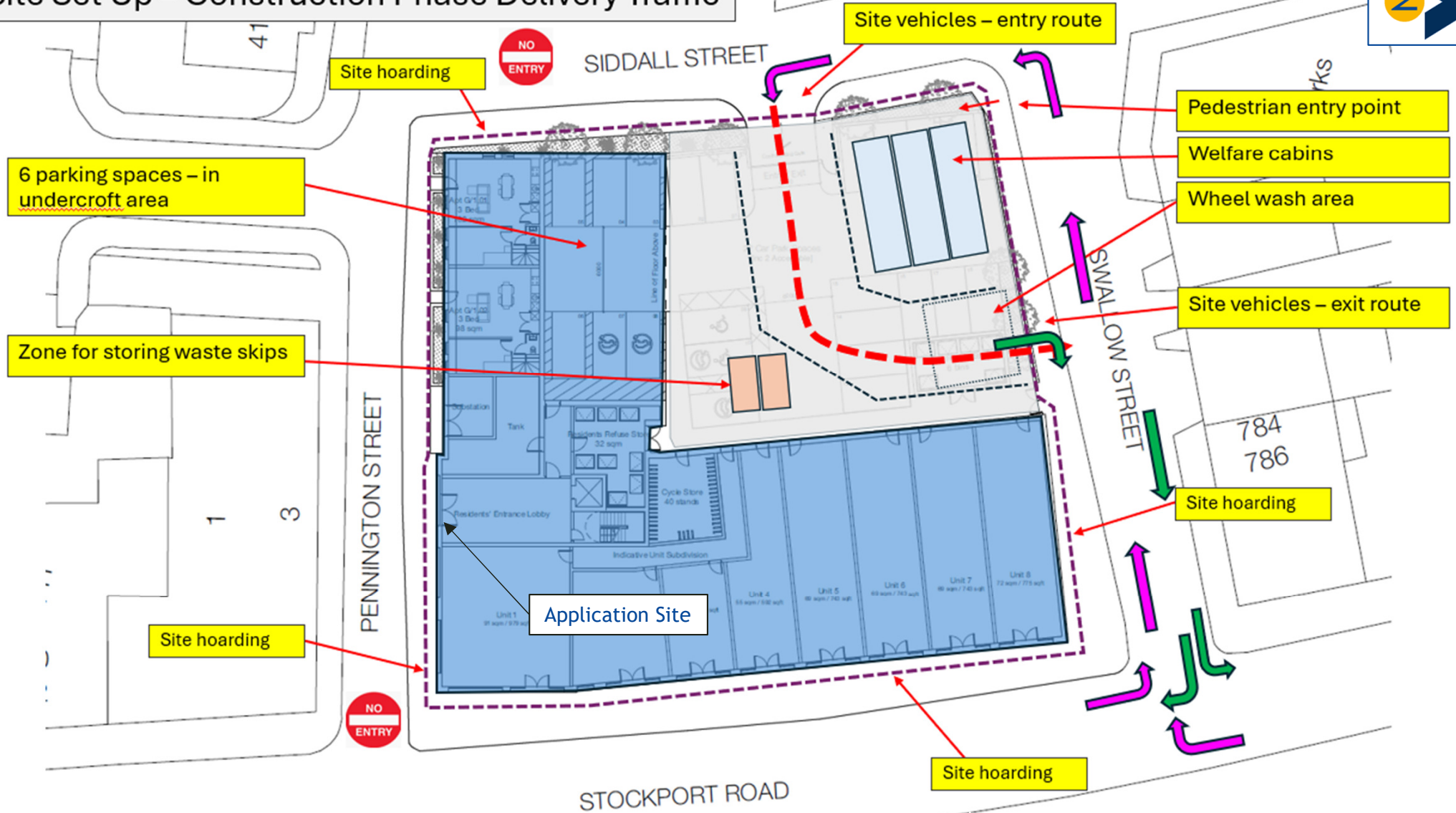
these events would be planned and undertaken in direct liaison with local highway authority (Manchester City Council) officers to identify specific arrangements (time / date / location of unloading, etc).

- 3.2 **Drawings J000570-ATR101 to ATR106** to this HTN illustrate vehicle swept path runs for the core construction vehicles identified above (site arrival & departure movements to / from A6 Stockport Road north & south). This exercise has been undertaken using industry standard CAD based vehicle assessment software and identifies that all such vehicles can be satisfactorily accommodated both within the construction site and over the relevant sections of the immediate local highway network.
- 3.3 In order to facilitate such safe and efficient vehicle access to the site, however, temporary parking restrictions will need to be implemented at the following locations for the duration of the construction period:
- Prohibition of all parking to the full length of the south (site frontage) side of Swallow Street to the study site (i.e. between A6 Stockport Road and the junction with Siddal Street) - approximately 45m of route.
 - Prohibition of parking for part of the east (site frontage) side section of Siddal Street between the junction with Swallow Street and the proposed construction site access point - approximately 25m of route.
- 3.4 These temporary parking restrictions should be supported by the delivery of a suitable width internal vehicle corridor (minimum of 5m) through the site and the inclusion of an additional minimum 3.5m (or equivalent general widening) left turn entry radius (Siddal Street) and additional 3.5m left turn exit radius (Swallow Street) at the site access connections to the adopted highway.
- 3.5 In addition to the above identified physical amendments & management of the immediate local highway network to the study site, it is recommended that the project contractor operates a strict delivery booking procedure, to minimise the potential for conflicts between arriving and departing construction delivery movements and to ensure that all immediate parking restrictions are correctly observed. Furthermore, a member of construction staff should be formally designated as 'Site Traffic Marshall' and should be responsible for; i) the coordination and control of all aspects of material deliveries and movement; and, ii) act as a direct liaison point to local residents and the officers of the local highway authority.

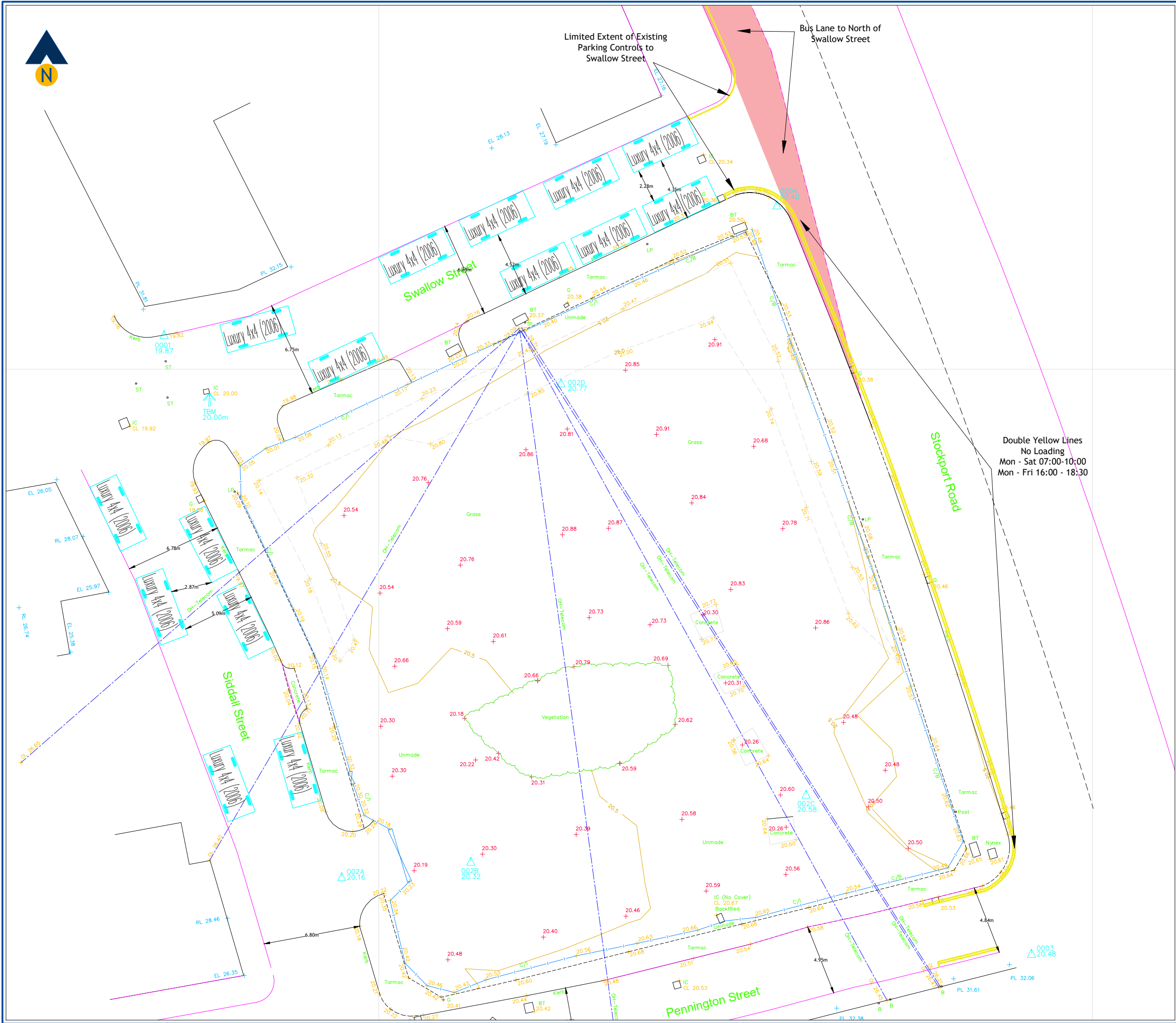




Site Set Up – Construction Phase Delivery Traffic



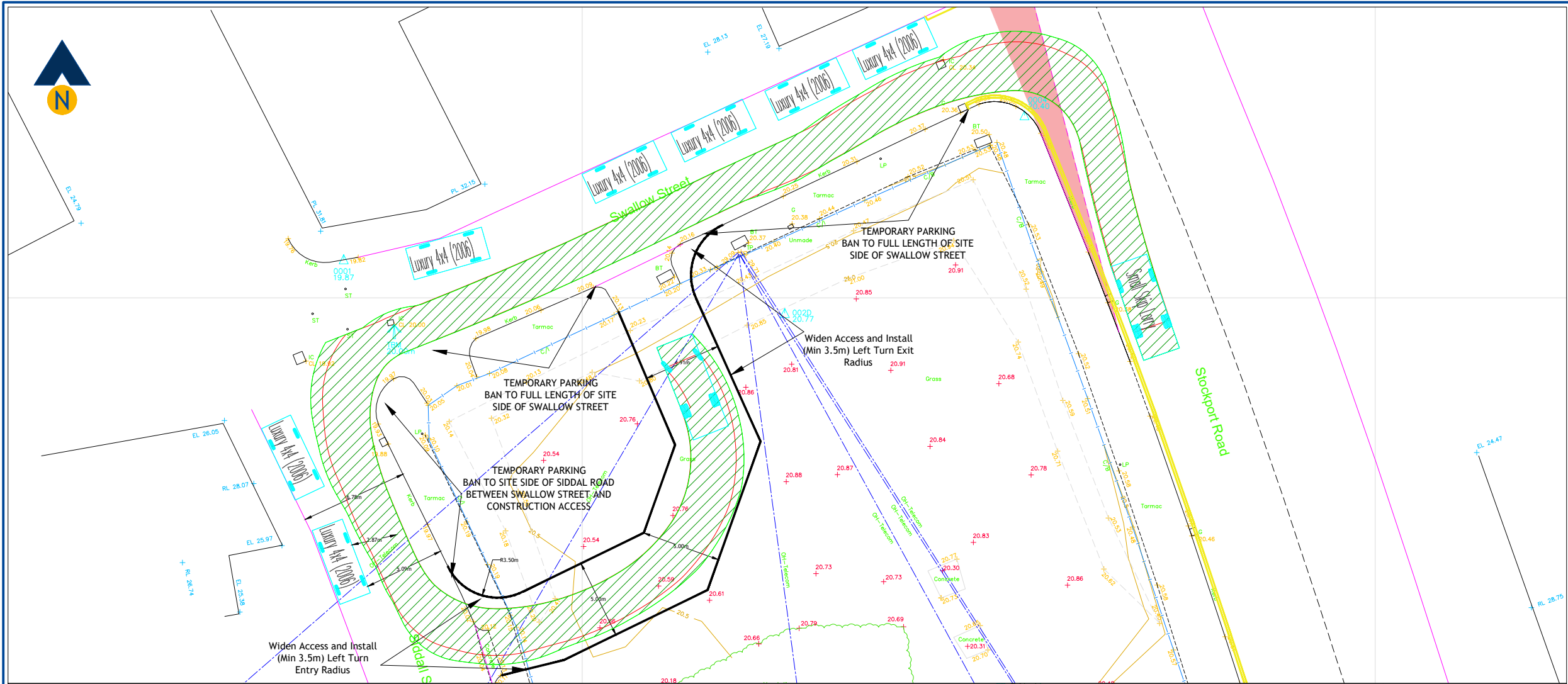
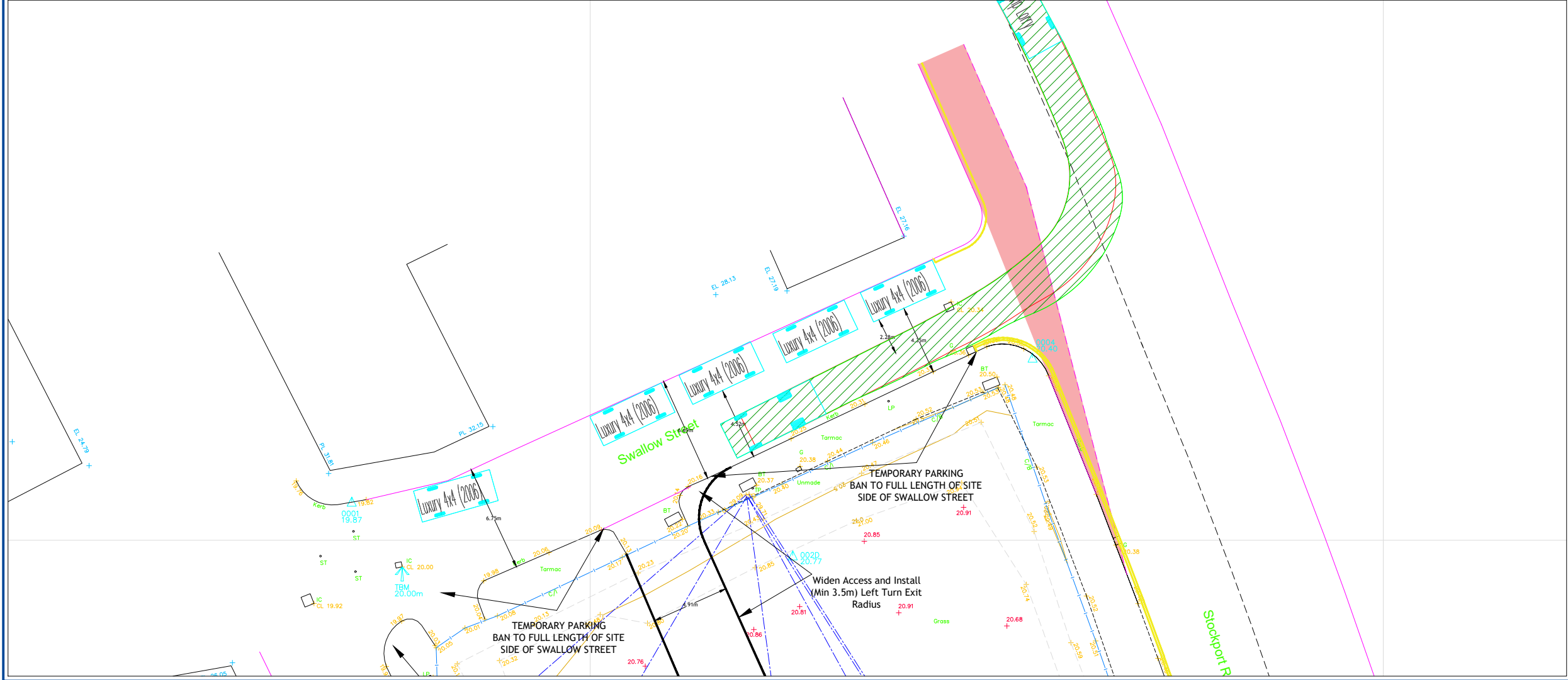




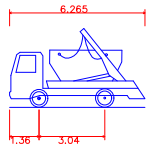
Revision:

Client:	Views
Project:	786 Stockport Road Longsight / Levenshulme
Drawing Title:	Site Location, Existing Parking Restrictions & Potential Location of Parked Vehicles
Drawing Number:	J000570-SK101
Date:	02/12/24
Scale:	1:250@A3
Drawn By:	APB
Checked By:	-

Status:	Information
This drawing is the copyright of Focus Transport Planning Ltd. and may not be loaned, copied or reproduced in any way, or used for any offer, quote, tender or construction purposes without prior written consent of the company.	
DO NOT SCALE - Follow any figured dimensions.	
This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.	



Revision:



Small Skip Lorry
Overall Length 6.265m
Overall Width 2.390m
Overall Body Height 0.396m
Min Body Ground Clearance 2.435m
Max Track Width 6.00s
Lock to lock time 6.340m
Kerb to Kerb Turning Radius

Client: Views

Project: 786 Stockport Road
Longsight / Levenshulme

Drawing Title: Construction Vehicle Access
Vehicle Swept Path Assessment
Skip Vehicle Arrival

Drawing Number: J000570-ATR101
Revision: -

Date: 02/12/24
Scale: 1:300@A3

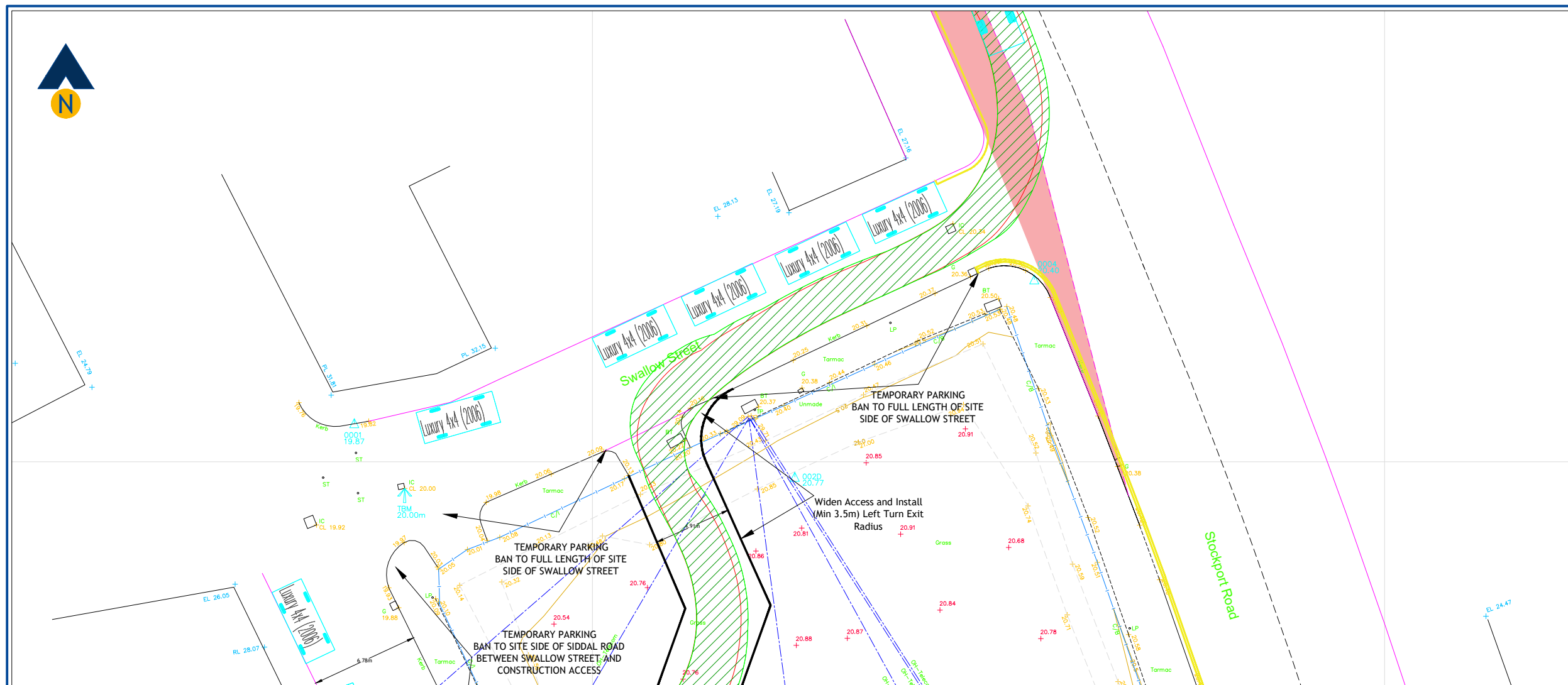
Drawn By: APB
Checked By: -

Status: Information

This drawing is the copyright of Focus Transport Planning Ltd. and may not be loaned, copied or reproduced in any way, or used for any offer, quote, tender or construction purposes without prior written consent of the company.

DO NOT SCALE - Follow any figured dimensions.

This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.



Views

786 Stockport Road
Longsight / Levenshulme

Construction Vehicle Access
Vehicle Swept Path Assessment
Skip Vehicle Departure

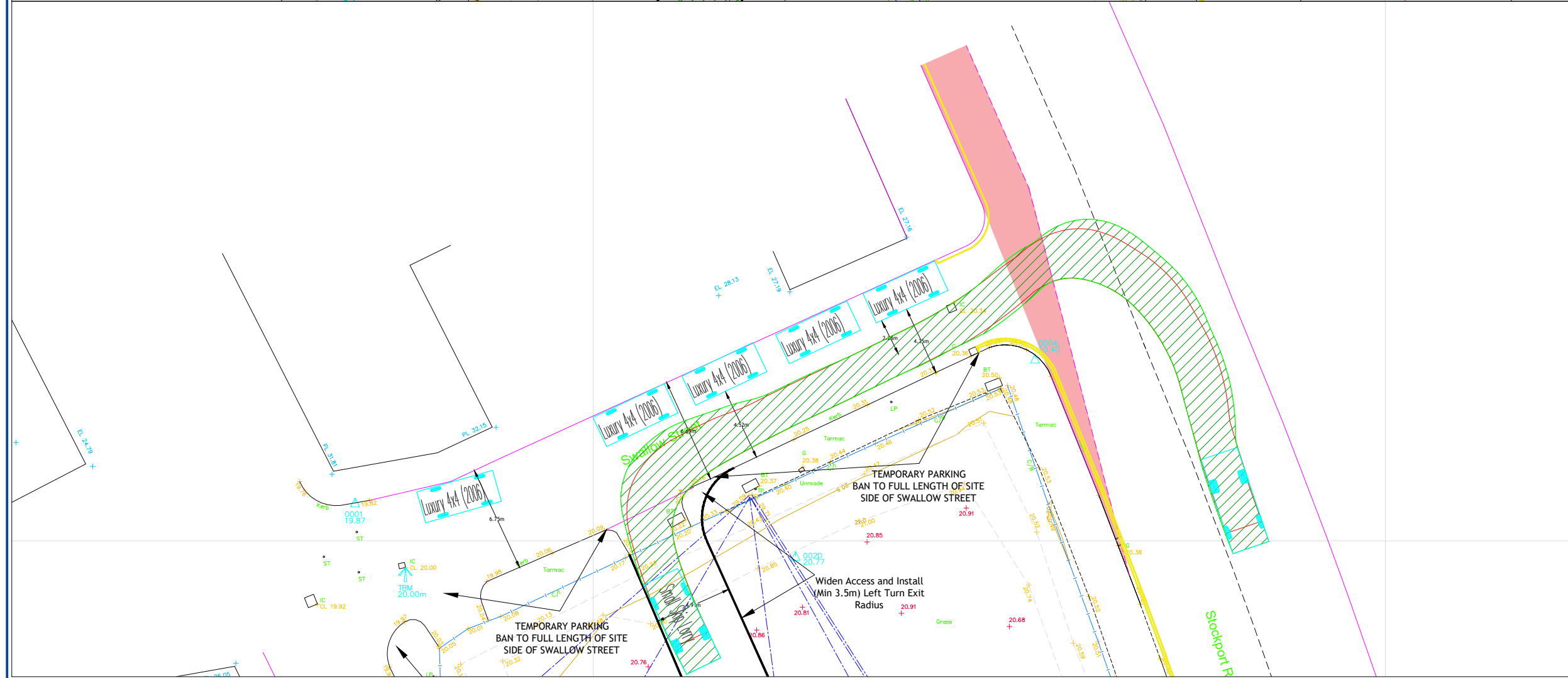
Revision:

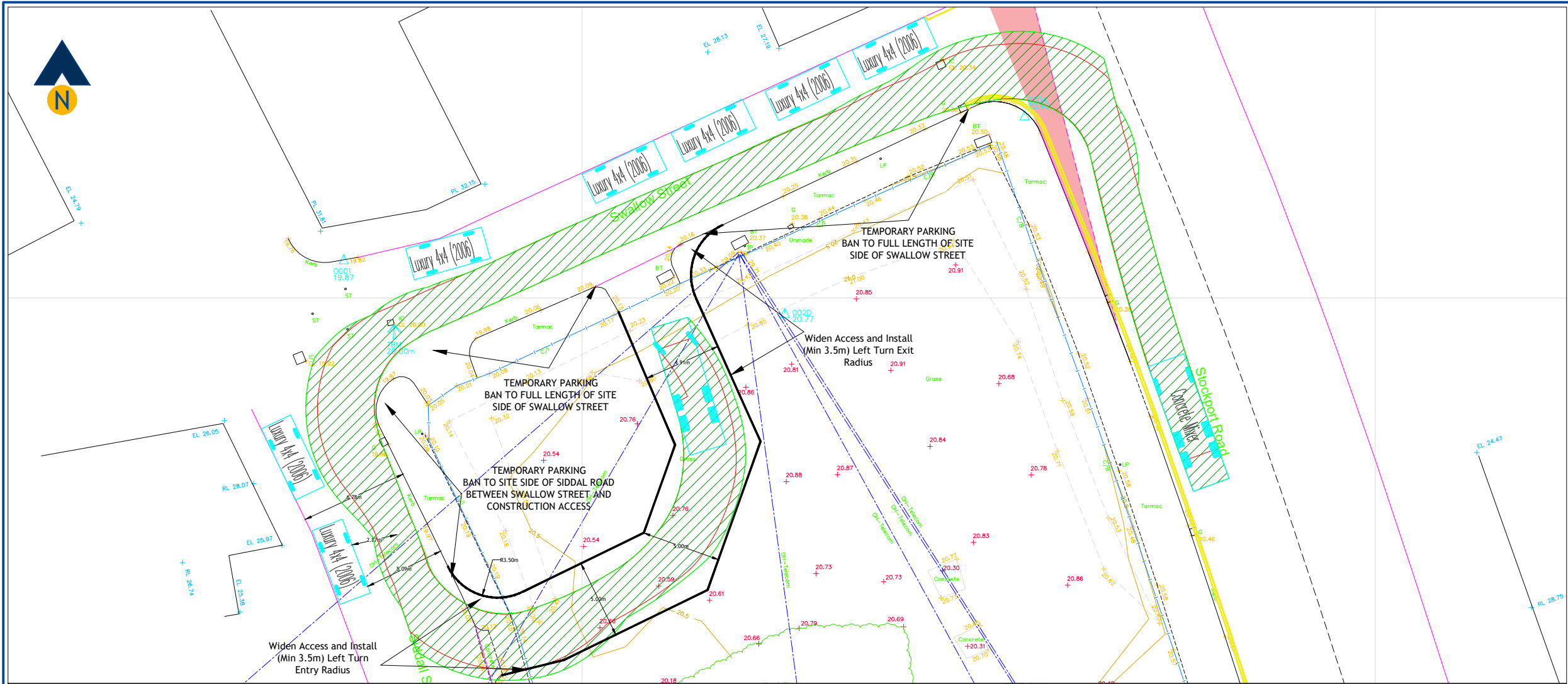
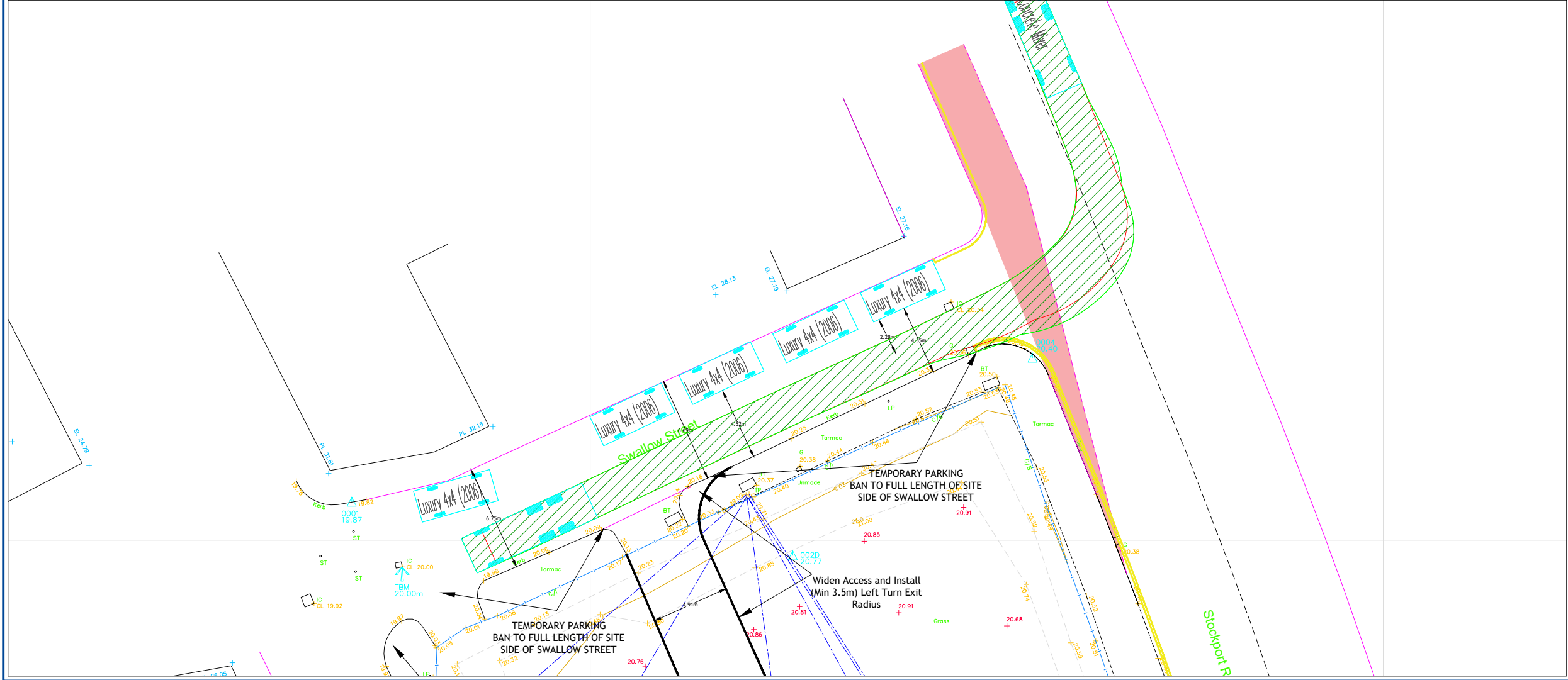
Scale:
1:300@A3

Checked By: _____

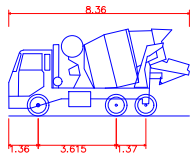
Information

This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.





Revision:



Concrete Mixer
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

8.360m
2.390m
4.027m
0.358m
2.413m
6.00s
8.210m

Client:

Views

Project:

786 Stockport Road
Longsight / Levenshulme

Drawing Title:

Construction Vehicle Access
Vehicle Swept Path Assessment
Concrete Mixer Arrival

Drawing Number:

J000570-ATR103

Revision:

-

Date:

02/12/24

Scale:

1:300@A3

Drawn By:

APB

Checked By:

-

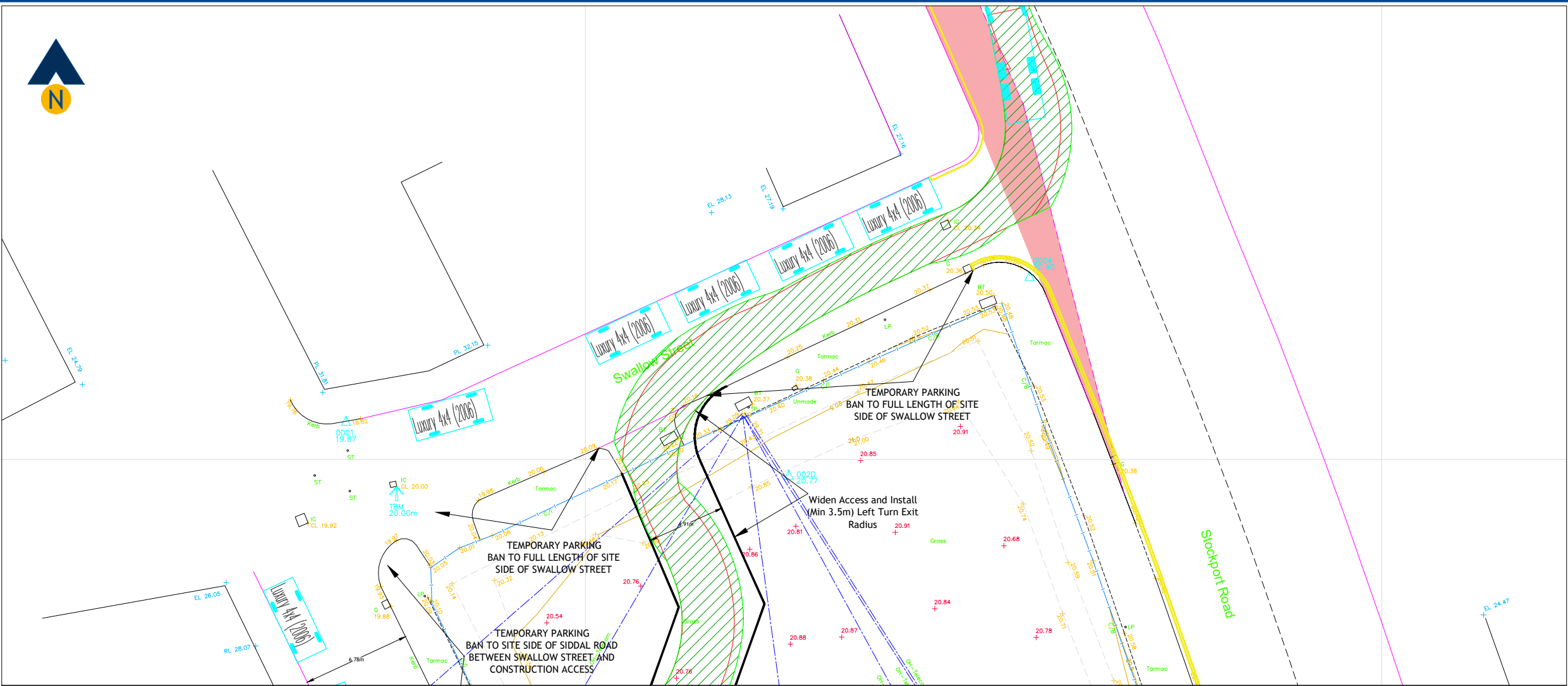
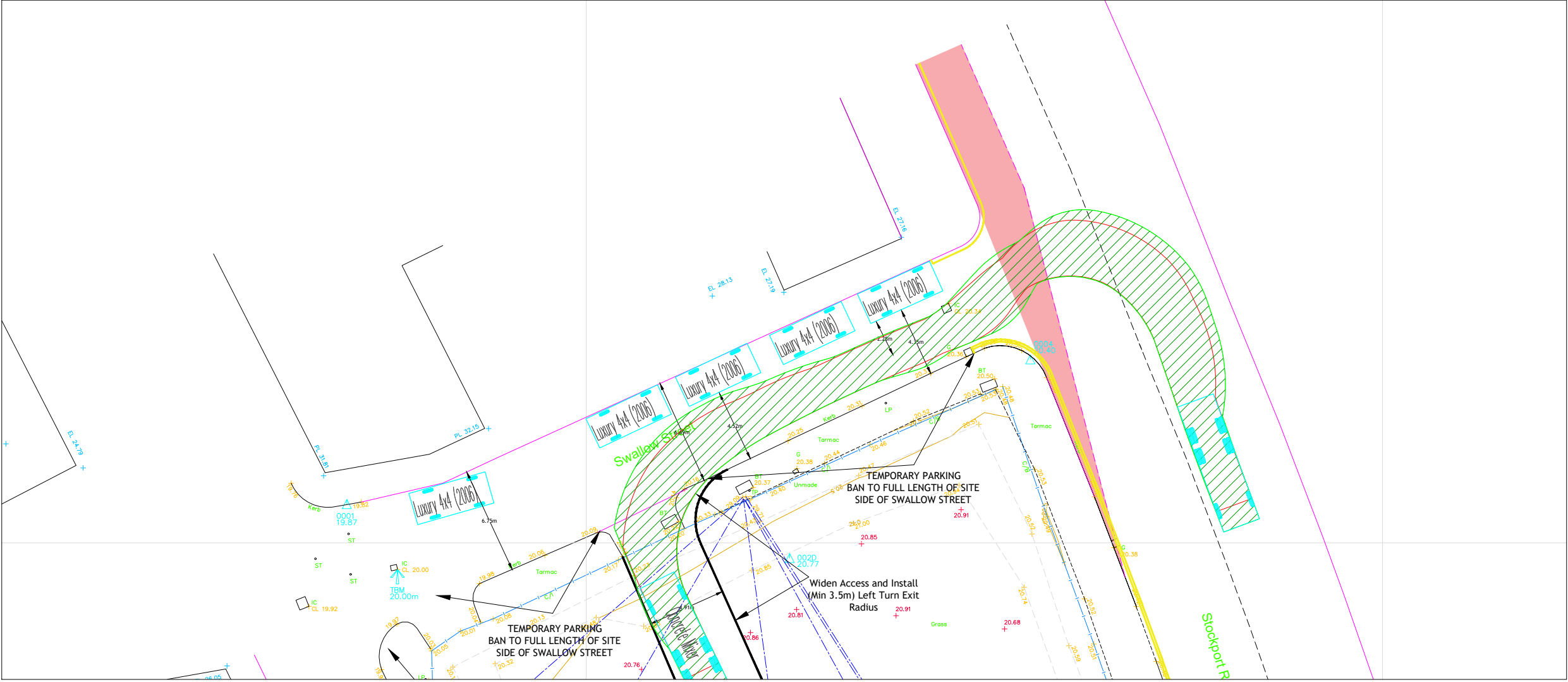
Status:

Information

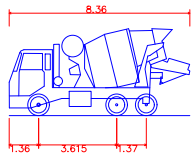
This drawing is the copyright of Focus Transport Planning Ltd. and may not be loaned, copied or reproduced in any way, or used for any offer, quote, tender or construction purposes without prior written consent of the company.

DO NOT SCALE - Follow any figured dimensions.

This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.



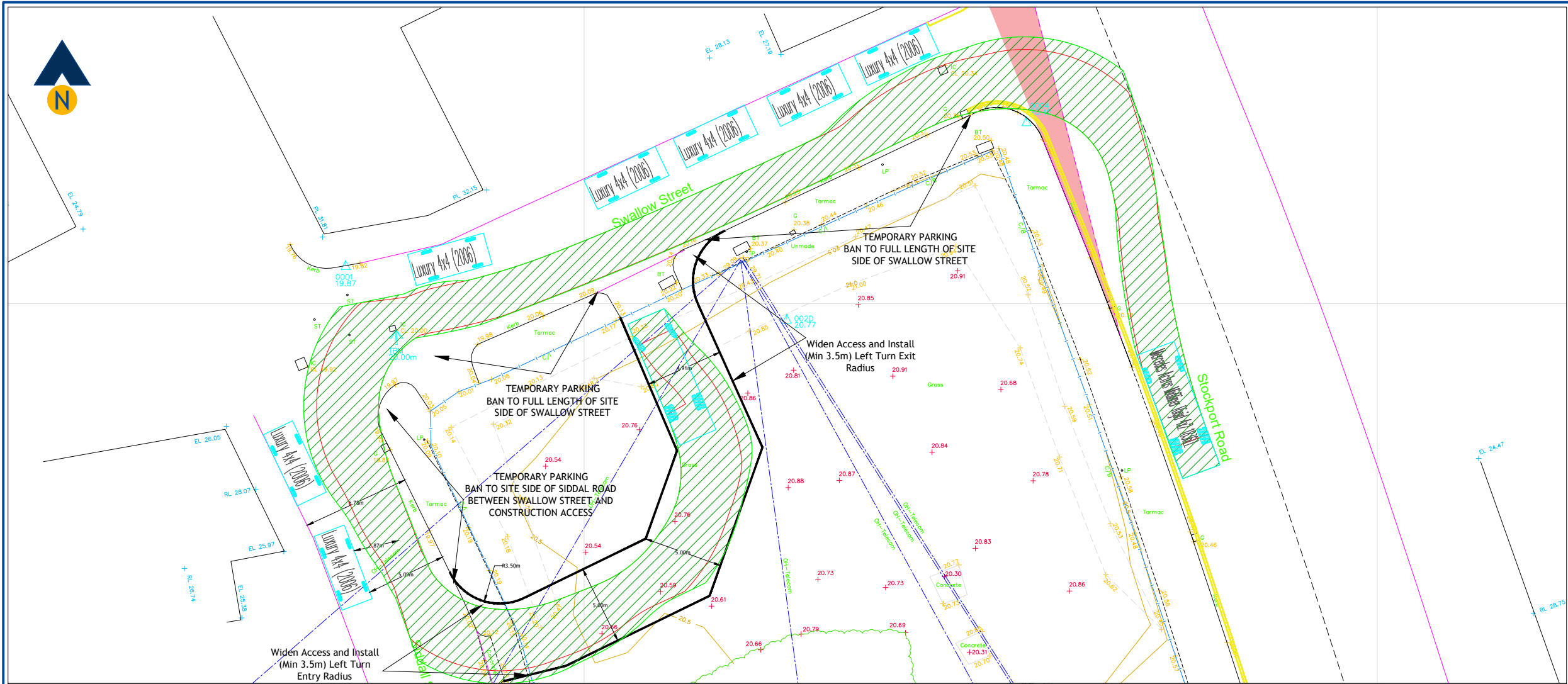
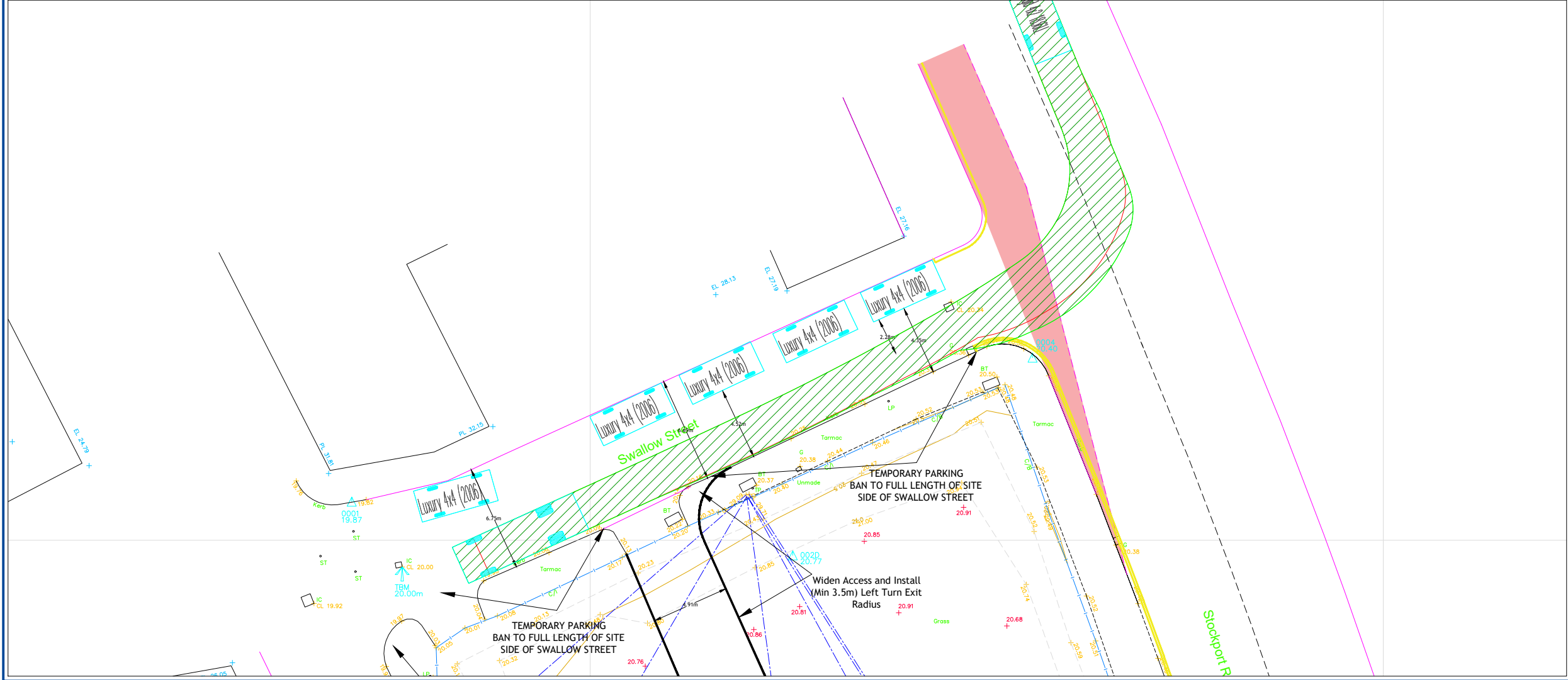
Revision:



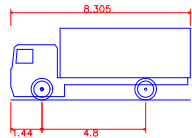
Concrete Mixer	8.360m
Overall Length	2.390m
Overall Width	4.027m
Overall Body Height	0.358m
Min Body Ground Clearance	2.413m
Max Track Width	6.00s
Lock to lock time	8.210m
Kerb to Kerb Turning Radius	

Client:	Views
Project:	786 Stockport Road Longsight / Levenshulme
Drawing Title:	Construction Vehicle Access Vehicle Swept Path Assessment Concrete Mixer Departure
Drawing Number:	J000570-ATR104
Date:	02/12/24
Scale:	1:300@A3
Drawn By:	APB
Checked By:	-

Status:	Information
This drawing is the copyright of Focus Transport Planning Ltd. and may not be loaned, copied or reproduced in any way, or used for any offer, quote, tender or construction purposes without prior written consent of the company.	
DO NOT SCALE - Follow any figured dimensions.	
This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.	



Revision:



Mercedes Actros Midliner Rigid 4x2 1836LL
Overall Length 8.305m
Overall Width 2.494m
Overall Body Height 4.322m
Min Body Ground Clearance 0.158m
Track Width 2.494m
Lock to lock time 5.00s
Wall to wall Turning Radius 9.500m

Client:

Views

Project:

786 Stockport Road
Longsight / Levenshulme

Drawing Title:

Construction Vehicle Access
Vehicle Swept Path Assessment
Delivery Vehicle / Flat Bed Truck Arrival

Drawing Number:

J000570-ATR105

Revision:

-

Date:

02/12/24

Scale:

1:300@A3

Drawn By:

APB

Checked By:

-

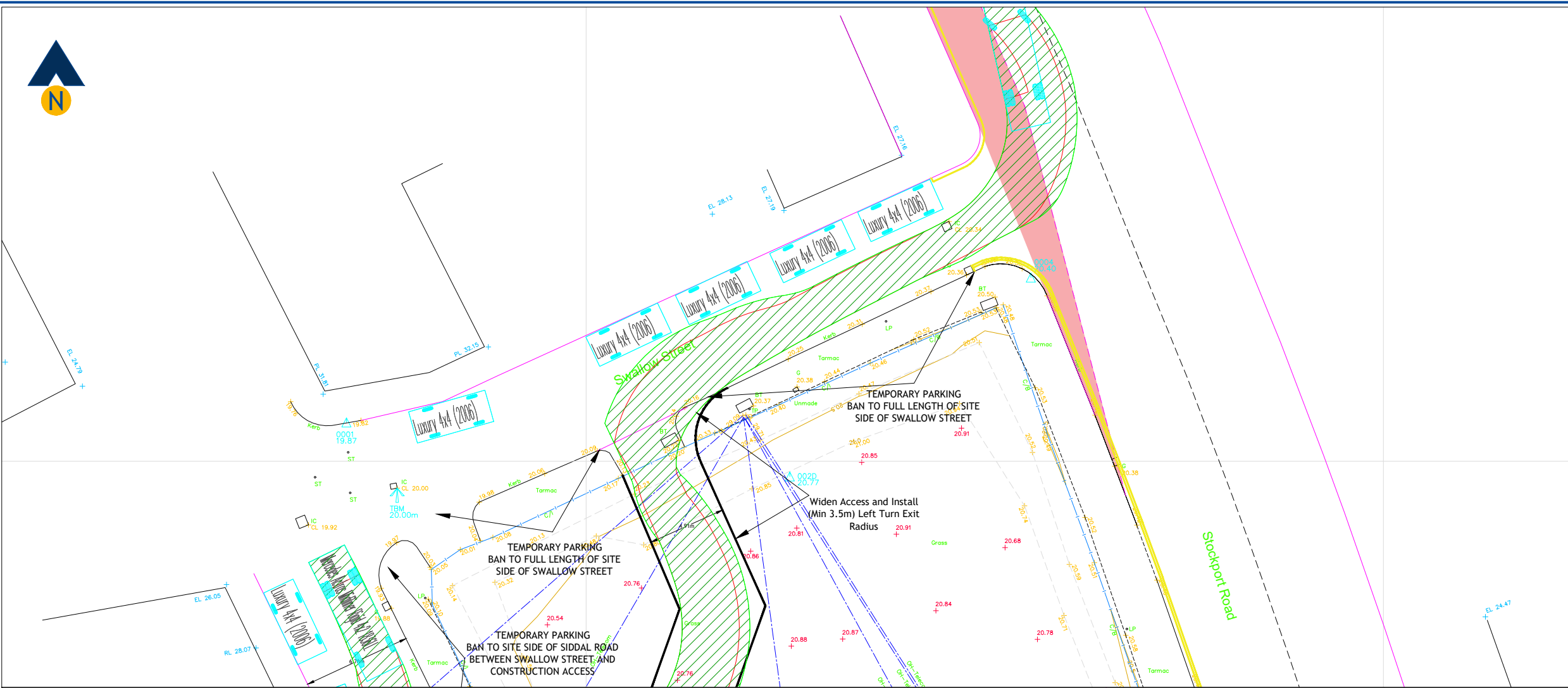
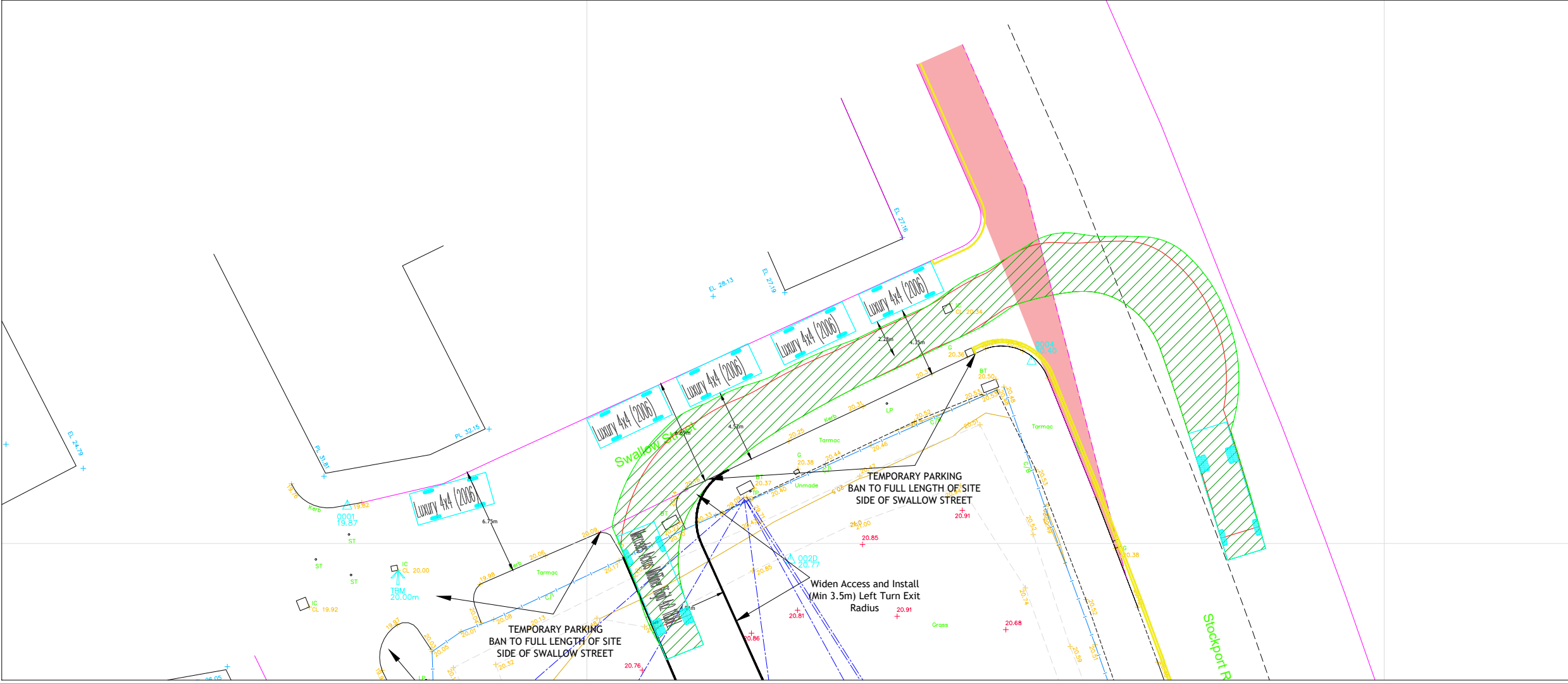
Status:

Information

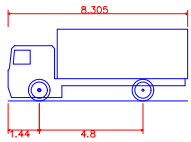
This drawing is the copyright of Focus Transport Planning Ltd. and may not be loaned, copied or reproduced in any way, or used for any offer, quote, tender or construction purposes without prior written consent of the company.

DO NOT SCALE - Follow any figured dimensions.

This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.



Revision:



Mercedes Actros Midliner Rigid 4x2 1836LL
Overall Length 8.305m
Overall Width 2.494m
Overall Body Height 3.322m
Min Body Ground Clearance 0.158m
Track Width 2.494m
Lock to lock time 9.00s
Wall to Wall Turning Radius 9.500m

Client:	Views
Project:	786 Stockport Road Longsight / Levenshulme
Drawing Title:	Construction Vehicle Access Vehicle Swept Path Assessment Delivery Vehicle / Flat Bed Truck Departure
Drawing Number:	J000570-ATR106
Date:	02/12/24
Scale:	1:300@A3
Drawn By:	APB
Checked By:	-

Status: Information

This drawing is the copyright of Focus Transport Planning Ltd. and may not be loaned, copied or reproduced in any way, or used for any offer, quote, tender or construction purposes without prior written consent of the company.

DO NOT SCALE - Follow any figured dimensions.

This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.







PROPOSED GROUND FLOOR PLAN 1:200 @ A2			IMPORTANT NOTES:			CLIENT: VIEWS	
						PROJECT: LAND SOUTH OF 786 STOCKPORT ROAD	
						ADDRESS: STOCKPORT ROAD	
						DRAWING TITLE: PROPOSED GROUND FLOOR PLAN	
						SCALE: 1:200 @ A2	DATE: 12/05/2021
						DRAWING NO: 8048_L00_01P	
			P	16.08.22	AMENDED BOUNDARY TREATMENT	OLLIER SMURTHWAITE ARCHITECTS 40 King Street, Manchester, M2 6BA T 0161 883 0838 F 0161 883 0839 E mail@olliersmurthwaite.com	
			N	26.04.22	ADDED ROOFLIGHTS TO PLOTS 2.01 AND 2.15		
			M	14.04.22	MINOR MATERIAL AMENDMENT		
			REVISION	DATE	DESCRIPTION		